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THE

BRITISH TRIDENT;

OR,

Register of Naval Actions;

INCLUDING

Authentic Accounts of all the most

REMARKABLE ENGAGEMENTS AT SEA,

IN WHICH

The British Flag

HAS BEEN EMINENTLY DISTINGUISHED;

From the Period of the memorable Defeat of the

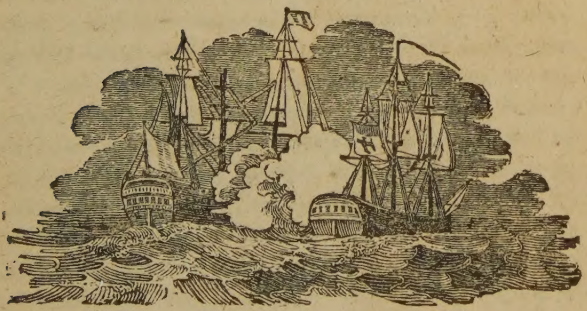
SPANISH ARMADA,

TO THE PRESENT TIME.

CHRONOLOGICALLY ARRANGED.

By ARCHIBALD DUNCAN, Esq.

LATE OF THE ROYAL NAVY.



IN FOUR VOLUMES.

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THE

TRIDENT.

NAVAL TRANSACTIONS

IN THE YEAR 1796.

Disasters attending the Fleet under Admiral Christian—Various Actions of Sir J. B. Warren and Sir Edward Pellew—Trial of Admiral Cornwallis—Skill and Intrepidity of Captains Williams and Martin—Heroic Conduct of Captains Trollop and Bowen—Operations in the West Indies—List of British and French Ships taken and destroyed.

ON the 26th of January, the Dutton transport, which had been forced into Plymouth from Admiral Christian's fleet, was driven ashore under the citadel in a heavy gale of wind; she had on board near 500 souls, most of whom would have perished had it not been for the manly and intrepid exertions of Sir Edward Pellew, who, at the risk of his life, got on board the Dutton by a rope extended from the ship to the shore. His presence prevented the confusion which existed, and by assuring the troops he would be the last man to quit the ship—the utmost serenity prevailed. In the course of the afternoon, every person on board was got safely on shore, excepting three or four who were killed by the falling of the masts. The ship soon after went to pieces.

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On the 29th a part of the squadron, with 50 sail of transports and merchantmen out of about 360, which had sailed early in December for the West Indies, under Rear-admiral Christian, were obliged to return to Spithead, many of them in a very disabled condition; having for seven weeks encountered most tempestuous weather. The rest of the ships of war and several of the merchant-vessels arrived safe at the places of their destination; others not so fortunate, were taken by the enemy's cruizers or lost.

On the 9th of February, a court-martial assembled on board the Prince George at Portsmouth, to try Captain James Norman of the Medusa, on charges exhibited against him, for not having paid proper attention to the homeward-bound Jamaica convoy committed to his care, by carrying so much sail as to prevent their keeping up with him, by which means several of them were captured.

The court continued to sit (Sundays excepted) till the 1st of March; when it appeared on the face of the evidence that the charges were proved in part; Captain James Norman was therefore sentenced to be reprimanded, and to remain on half pay during life.

On the 10th of March, the court-martial sitting to try Captain Affleck, late of his majesty's ship the Amethyst, for the loss of the said ship, passed the following sentence: "That the loss of his Majesty's ship the Amethyst, was occasioned by her striking on a rock near the island of Guernsey, and by a hole being thereby beaten in her bottom, and that the same was attributable to the misconduct of the said Captain Thomas Affleck, and the court do adjudge him to be reduced from his rank on the list of Post Captains to the bottom of the said list, and to be incapable of being employed

in his Majesty's naval service during the remainder of his life; and the court further agree, that the loss of the said ship was not attributable to any misconduct in any other of the officers or company of the said ship and adjudge them to be acquitted."

On the 14th, Vice-admiral Cornwallis returned to Spithead in the Royal Sovereign very much disabled, having ran foul of the Belisarius transport in a gale of wind. This transport had on board upwards of 300 souls 130 of whom got on board the Royal Sovereign: many fell between the ships in their attempt to jump on board, and were crushed to death. It was for some time believed that the rest had perished with the ship, but she with much difficulty reached Corunna, in a most crippled condition.

On the 17th Sir Sydney Smith in the Diamond, with the Liberty brig, commanded by Lieutenant M'Kinley, and the Aristocrate lugger, Lieutenant Gosset, having received information that a convoy, consisting of a corvette, four brigs, two sloops, and two luggers, had taken shelter in the small port of Herqui, near Cape Frehel, proceeded thither: notwithstanding the channel was narrow and intricate, they stood in, and attacked the enemy's batteries, which were most gallantly stormed and carried by a party of seamen and marines, under Lieutenant Pine of the Diamond, and Lieutenant Carter of the marines; both of whom were badly wounded, the latter mortally. The enemy's vessels having ran aground without a possibility of getting them off, Sir Sydney Smith ordered them to be destroyed. The corvette was L'Etourdie, of 16 guns. In this attack two seamen were killed, and five wounded.

At day-break on the 30th of March, the squadron under Sir John Borlase Warren, viz. Pomone, 44 guns,

his own ship; Artois, 38 ditto, Sir Edward Nagle; Galatea, 33 ditto, R. G. Keates; and Anson, 44 ditto, C. P. Durham, being about three or four miles from the Saints, discovered and gave chace to a convoy of the enemy which were steering in for the land, under the protection of six frigates and a sloop, viz. La Proserpine, 44 guns, 500 men, Commodore Dogier; L'Unite, 40 ditto, 400 ditto, Captain Durand; La Coquille, 40 ditto, 400 ditto; La Tamire, 32 ditto, 300 ditto, Captain Fradie; L'Etoile, 30 ditto, 160 ditto, Captain Berthelie; La Cygnone, 22 ditto, 150 ditto, Captain Pilet; and La Manche, 20 ditto, 10 ditto. At ten A. M. four of the merchant vessels were captured, and ordered to proceed under charge of the Valiant lugger, to the nearest port. Sir John Warren continued in pursuit of the men of war, who were formed in a line ahead to windward, still endeavouring to preserve their distance, and to avoid an action. The British ships soon arrived within half gun-shot of the enemy to leeward, and exchanged broadsides as they passed each other on opposite tacks. So soon as the sternmost ship was clear of the enemy's line, Sir John tacked, obtained the wind, and instantly bore down in close order, to endeavour to break their line, and cut off their rear ships; but the enemy bore away, and making all sail possible, stood into the narrow part of the Ray de Fontenoy among the rocks; he was however fortunate enough to cut off the near ship, the Etoile. Night approaching, and the commodore being unacquainted with the passage, he did not think it proper to continue the pursuit at the risk of losing some of the ships in so difficult a pass.

On the 7th of April Sir John Warren, with the boats of his squadron, captured part of a small convoy of the enemy between the Saints and the Continent, laden with wheat and flour, escorted by Le Voltigeur brig corvette 16 guns, which escaped, by running close in with the rocks off Camaret Point.

For the protection which the trade and commerce of Great Britain had received from the squadron under this brave commander; "the committee of merchant seamen for the encouragement of the capture of the enemy's privateers," presented him with a sword of the value of one hundred guineas.

On the 15th, Sir John Warren also captured La Robuste ship corvette of 22 guns and 145 men; she was added to the navy, and named the Scourge.

On the 9th of April the squadron under Sir Edward Pellew being on a cruize off the coast of France, fell in with, and captured a French convoy: La Volage, of 26 guns, the frigate under whose protection it was, being driven on shore.

On the 13th of April, a squadron of frigates, under the command of Sir Edward Pellew, being on a cruize off Ushant, at four in the afternoon discovered and gave chace to a French frigate at some distance to windward. The Revolutionaire being considerably astern of the rest of the ships, was directed by signal to tack, in order to cut off the chace from the shore. The night setting in extremely dark, the enemy thought to escape the vigilance of Captain Cole, and at nine o'clock bore up, but not unobserved by that attentive officer, who closed with her at half past eleven, when not being able to prevail upon her commander to surrender without resistance, he opened a close and well directed fire upon her,

which was faintly returned, and, after the second broadside, she struck. At this moment Captain Cole had given directions to board the enemy, as the ships were going at the rate of ten knots, under a press of sail, and drawing near the shore. She proved to be the national frigate L'Unite, commanded by M. Durand, from L'Orient to Rochfort, mounting 38 gans, and 255 men, nine of whom were killed, and eleven wounded. The Revolutionaire had not a man hurt. L'Unite was added to the navy. On board her were Madame Le Large, wife to the governor of Rochfort, and family; who, with her son, an ensign of the frigate, Sir Edward Pellew, with great feeling and politeness suffered to return to France in a neutral vessel, taking the parole of the young man not to serve until exchanged.

On the morning of the 20th, whilst Sir Edward Pellew was laying to with his squadron under the Lizard, waiting till the Revolutionaire, with her prize L'Unite, had got safe into Falmouth, he observed a large ship standing in from the sea, which, when the private signal was made, tacked and stood off. Sir Edward certain of its being an enemy's frigate, immediately gave chace, in company with the Amazon and Concorde. About midnight, after a chace of 15 hours, and having run 168 miles; the Indefatigable, Sir Edward's own ship, by her superior sailing, got alongside of the enemy, and brought her to close action, which continued without intermission, under a croud of sail, for one hour and forty-five minutes. At this time the enemy's ship, whose commander defended her with great bravery, had her mizen mast and main-top-mast shot away; in this situation the Indefatigable unavoidably shot ahead; her mizen top mast and gaff being gone,

and the main-top-sail rendered useless, with her running rigging cut to pieces, she had no sail to back, until new braces could be reeved; neither did Sir Edward think it prudent, to throw his ship in the wind, lest he should be exposed to a raking fire; he therefore remained at a proper distance ahead of the enemy, until he might be enabled to renew the attack. Just at this moment La Concorde ranged up under the enemy's stern, and Captain Hunt was preparing to rake her, when she fired a gun to leeward, and surrendered, with the loss of 15 men killed, 17 badly wounded, and 10 slightly. She proved to be the French national frigate La Virginia, of 44 guns, 18-pounders on the main deck, and nines on the quarter deck and forecastle, manned with 340 men, commanded by M. Bergeret, Captaine de Vaiseau, from Brest, bound on a cruize off the Lizard. When taken possession of, her hull was a complete sieve, and four feet water in her hold. Being a fine new frigate, she was added to the navy; and when repaired, was commanded by Captain Anthony Hunt. In this action the Indefatigable had none killed or wounded.

On the 17th of April a court-martial was held on board the Orion, in Portsmouth harbour, upon the honourable Vice-admiral Cornwallis, against whom three charges were exhibited by the admiralty, the substance of which is as follows: First, that Admiral Cornwallis, after having sailed for the West Indies, and proceeded a considerable way in the voyage, did return contrary to the orders he had received. Secondly, that not having a sufficient regard to the importance of the situation of a commander-in-chief, he omitted to shift his flag on board of some other ship of his squadron, after the Royal

Sovereign had been disabled, in order to proceed, as he ought to have done, to the place of his destination; but that instead of doing so, he gave his instructions, and the command of the convoy to another officer. And, thirdly, that after his return he had disobeyed another order of the board of admiralty, by not hoisting his flag, on board the Astrea frigate, and proceeding to the West Indies, as he had been ordered by their lordships.

As the trial took place in consequence of an order from the board of admiralty, no prosecutor appeared personally. After the orders which the admiral had received from the board were read, together with the correspondence between him and it, he was put upon his defence, and the evidence heard in his behalf. After which the court passed the following sentence, which was read by the judge-advocate.

"That the court having heard the evidence in support of the charges exhibited against the honourable William Cornwallis, Vice admiral of the red: and having heard his defence, and the evidence in his behalf; and having maturely weighed and considered the same, were of opinion, That with respect to the two first charges, of his returning without leave, after having been ordered to proceed to Barbadoes, and of disobeying the orders he had received, *misconduct was imputable to him*, for not having shifted his flag on board the Mars or Minotaur, and proceeded in either of them to the West Indies. But in consideration of other circumstances, the court *acquitted him of any disobedience* in his conduct on that occasion. With respect to the third charge, of his having after his return, disobeyed the orders of the board of admiralty, in not going out to the West Indies in the Astrea frigate, the court were of

opinion that the charge *was not proved,* and therefore *acquitted* Admiral Cornwallis upon that charge."

On the 18th of April, Sir William Sydney Smith, of the Diamond frigate, being on a cruize of Havre de Grace, discovered in the outer road a lugger privateer, which in the night he boarded and took with the boats of his squadron; but the flood tide setting strong in, he was obliged to anchor; some time after the cable was either cut by one of the prisoners, or parted, by which the lugger was driven a considerable way up the Seine, and above the forts. In this situation Sir Sydney Smith was attacked by several gun-boats and other armed vessels; after some resistance he was obliged to surrender.

On the 17th of April Captain Edward James Foote, in the Niger frigate, chaced, by signal from the squadron under Admiral Colpoys, an enemy's cruizer, which at sun-set anchored among the rocks off the Penmarks. Captain Foote having got as near to her as the depth of water would permit, anchored with a spring on his cable, and kept up a brisk fire on the enemy till nine o'clock, when he dispatched the barge and cutters of the Niger, under the command of Messrs. Long and Thompson, the first and third lieutenants, with orders to destroy the vessel if they could not bring her off. At half past ten the boats returned, having effectually performed this service, but not without an obstinate resistance from the enemy, many of whom were killed and wounded. She proved to be the national corvette lugger L'Ecuriel, of 18 guns, and 105 men, commanded by M. Rouseau. Lieutenant Long, Mr. James Batten, midshipman, and five men were wounded in the Niger's boats.

On the same day the Albion, of 74 guns, Captain Henry Savage, was lost on a sand bank, called the Middle, on her passage down the Swin; the crew was saved by the Astrea frigate.

Admiral Duncan having received intelligence that a small Dutch squadron had sailed from Norway, dispatched Captain Halsted in the Phœnix, with the Leopard, Pegasus, and Sylph sloop in quest of them. Early in the morning on the 12th of May the enemy were seen to leeward, consisting of a frigate, three armed brigs and a cutter. Captain Halsted immediately gave chace, upon which the brigs bore up, and were followed by the Pegasus and Sylph. The frigate was closely pursued by the Phœnix. At a quarter past eight A. M. being close up on her weather quarter, she hoisted Dutch colours, upon which Captain Halsted ordered a shot to be fired across her; and ranging up to windward, commenced a close and brisk action, which continued about twenty minutes, when she struck; and proved to be the Argo Dutch frigate, of 36 guns, and 236 men; six of whom were killed, and twenty-eight wounded. The Phœnix had one man killed and three wounded. Two of the brigs, the Echo, of 18, and De Gier, of 14 guns, were driven on shore by the Pegasus and Sylph, about ten leagues to the eastward of the Texel. Admiral Duncan with the squadron chased the other brig, which was taken possession of by the Sylph; she proved to be the Mercury of 16 guns, 14 of which she threw overboard during the chace, and manned with 85 men. The next day the cutter was brought into the fleet; she was the Duke of York bye-boat, captured on the 11th by the Dutch frigate. The Argo was

added to the navy, and called the Janus; and the Mercury the Hermes.

Admiral Duncan continued to cruize with unremitting vigilance, in conjunction with the Russian fleet, off the coast of Holland, and kept the Dutch completely blocked up in the Texel. The Empress of Russia, unsolicited, honoured Admiral Duncan with the Imperial Order of Alexander Newski.

On the 17th of May Captain Nathaniel Tomlinson, in La Suffisante sloop of war, being on a cruize off the Lizard, discovered a sail, which, after a chace of eleven hours, he came up with between Ushant and the Main: when, after a smart action of half an hour, she struck, and proved to be La Revanche, (brig) privateer of 12 guns, and 85 men, commanded by Mon. G. H. Draveman, an experienced seaman. The privateer had two men killed and seven wounded: La Suffisante one man wounded.

At day-break on the morning of the 8th of June, the Unicorn, of 38 guns, 18 pounders, Captain Thomas Williams, and Santa Margaritta, of 36, Captain Thomas Byam Martin, being on a cruize about 17 leagues to the westward of Scilly, discovered three large ships about two or three miles distant on their lee beams, to which they immediately gave chace. The chace soon afterwards edged away, and were perceived to be enemy's ships of war, two frigates and a large ship corvette. At nine A. M. they formed in a close bow and quarter line, still going off, the largest ship under a more easy sail for the support of his squadron. The corvette being the worst sailer, gradually hauled out to windward, as if with the intention of being in readiness to support which ever of her friends were most

in need of it. At half past eleven o'clock, the Margaritta, by her superior sailing, arrived within gun-shot of the enemy; but as they appeared to close for the mutual support of each other, and the Unicorn being at some distance a-stern, Captain Martin judged it most prudent to wait for her coming up, to attack at the same time the French Commodore, which had been previously agreed upon between the British commanders. At one in the forenoon having approached to within three quarters of a mile, the two frigates hoisted French colours, the largest a commodore's broad pendant, and instantly commenced a brisk fire from their stern chace guns, now and then yawning to discharge their broadsides, At four o'clock the sternmost ship finding it impossible to escape, and to avoid the fire of the Margaritta bore round up, and endeavoured to rake her, in which he was baffled by a most skilful manœuvre of Captain Martin, who placed his ship with great judgment and gallantry close alongside of his opponent, and in less than twenty minutes compelled him to strike. She proved to be the Thames, of 36 guns, and 320 men, commanded by M. Farden. The enemy had 32 men killed and 19 wounded: the Margaritta only two killed and wounded.

The French commodore seeing the fate of his consort, made all the sail he could, and endeavoured to gain the windward of the Unicorn; but by the judicious and seamanlike conduct of Captain Williams, his attempt proved unsuccessful. The equality of sailing in the two ships was such, that a running fight was kept up for ten hours, in which time they had ran 210 miles; when Captain Williams had the good fortune to get close alongside of his antagonist; the crew gave three cheers

at bringing the French ship to close action, and the engagement was maintained with great impetuosity for 35 minutes, when, on clearing up of the smoke, the enemy was observed to have dropped on the Unicorn's quarter, with the intention to cross her stern, and gain the wind; this manœuvre of the Frenchman's was most skilfully defeated, by Captain Williams instantly throwing his sails aback, which gave the ship stern way, passed the enemy's bow, regained his station, and renewed the action with fresh vigour, which lasted only a few minutes, when, after much bravery and good seamanship having been displayed on both sides, the enemy's ship being completely dismantled, her fire ceased, and she surrendered. She proved to be La Tribune, commanded by Commodore Moulson, pierced for 48 guns, but only 44 mounted, and 337 men, 37 of whom were killed: the commodore and 14 wounded. In the Unicorn not a single man received the slightest hurt, a circumstance very extraordinary, after so long and obstinate a conflict. On the 6th of June Commodore Moulson had sailed from Brest on a cruize with a squadron of frigates, consisting of La Tribune, of 44, La Proserpine, 38, La Thames, 36; and La Legere, of 24. The evening before the action La Proserpine had parted company in a fog. His Majesty conferred the honour of knighthood on Captain Williams for this gallant action.

On the 13th Lord Amelius Beauclerk, in the Dryad, of 36 guns, being on a cruize off Cape Clear, fell in with, and after a most spirited action, which lasted 45 minutes, captured La Proserpine French frigate, commanded by M. Perrieu, mounting 26 eighteen-pounders, 12 nines, and four 32-pound carronades, with 348 men,

of whom 30 were killed, and 45 wounded. The vastly superior force of the enemy, and the severity of the contest, render the trifling loss of lives on board the Dryad almost as extraordinary, as the entire escape of the crew of the Unicorn. Only two of Lord Amelius's crew were killed and seven wounded. La Proserpine was added to the navy, and called the Amelia.

On the 8th of June the Jason Dutch frigate, commanded by Captain Donckum, of 36 guns, and 200 men, was carried into Greenock by the crew, who had mutinied, and confined the captain and principal officers, She was taken possession of by the Penguin sloop, Captain Pullen. This ship was one of Admiral Lucas's squadron, destined for the East Indies; but having received damage in a gale of wind, she was obliged to return.

On the 22d of June the only remaining ship of Commodore Moulson's squadron, La Legere, commanded by M. Carpentier, of 22 guns, and 168 men, was captured off Cape Clear, after exchanging a few shot in a running fight with the Apollo and Doris frigates.

On the 27th Captain Tomlinson, in the Suffisante sloop of war, between Ushant and the Isle of Bas, after a chace of some hours, captured the Margen French privateer of 16 guns, and recaptured six merchantmen, five of which were from Oporto, laden with wine, &c.; the other from London to Dublin with dry goods.

On the 15th of July Captain Henry Trollop, in the Glatton of 54 guns, having sailed from Yarmouth Roads to join the squadron cruizing off the Texel, under the command of Captain Savage; at one in the afternoon on the 16th, being then about four or five leagues from Helvoet, discovered a squadron of ships of war, which,

on his nearer approach, he perceived to consist of six large frigates, a brig and a cutter. One of these appeared to mount 50 guns, two 36, and the other three 28 guns each. By the manner in which they manœuvred, and not answering the private signal, Captain Trollop was convinced they were enemies. Not intimidated by their vast superiority, he instantly cleared for action, and resolutely bore down to attack them. At ten P. M. having got close alongside of the third ship in the enemy's line, he hailed her, and finding it to be a French squadron, desired her commander to strike his colours, which was returned with a broadside. A smart action now commenced within twenty yards, and soon became general; the two headmost ships tacked, one placing herself alongside to windward, and the other on the bow. The ships a-stern engaged the Glatton on the lee quarter and stern. In this situation a most furious cannonade was kept up, the Glatton engaging on both sides, so near that her yard-arms were nearly touching those of the enemy. In twenty minutes, from the superior and heavy fire of the Glatton, the enemy began to sheer off; and from the evident marks of confusion and disorder which appeared on board their ships, could Captain Trollop have pursued them, his gallantry would have been rewarded by a most complete victory. In attempting to wear after them, he found his masts, rigging, and sails so much wounded and cut to pieces, that all his efforts were ineffectual. At seven o'clock the next morning, by the activity and exertions of his officers and men, the ship was in a state to carry sail and renew the action: the enemy were at this time seen going off steering for Flushing. Captain Trollop continued to follow them till nine o'clock, when they

were within three leagues of the above port; without any hopes of being joined by any of his Majesty's cruizers to assist him, and the wind blowing fresh on the shore, he judged it most prudent, in the disabled state of his ship, to haul off, and return to Yarmouth to refit. In this unequal conflict the Glatton had not a man killed. Captain Strangeways of the marines, and a corporal, were the only two wounded: the former, though dangerously in the thigh, insisted on returning to his quarters; till being faint with the loss of blood, he was obliged to be carried off the deck. This gallant officer soon after died of the wound.

His Majesty conferred the honour of knighthood on Captain Henry Trollop; and the merchants of London voted him a piece of plate, value 100 guineas, in testimony of the sense they entertained of his very gallant conduct in the above action, and the protection he had thereby afforded to the commerce of Great Britain.

On the 7th of August the squadron under Sir John Borlase Warren, chased into Dovavnoney bay, near Brest, a French convoy, under the protection of a frigate and a brig corvette of 18 guns, which were driven ashore, and the cutter bilged; as were also a transport of 600 tons, and a schooner of 80. Five brigs, two chasse marées, and a dogger, were abandoned by their crews and burnt.

On the 22d the same squadron being on a cruize on the coast of France, after a chace of some hours, drove on shore, and afterwards destroyed near Arcaffon, L'Andromaque French frigate of 48 guns, and 300 men, many of whom perished in their attempt to get on shore. This frigate, which was boarded, not without a considerable risque, by the boats of the Artois and

Galatea, belonged to a division of French frigates on a cruize, viz. La Naiade of 44 guns; La Decade 42 ditto; and Le Bayonneuse, 28 ditto.

Sir John Warren also captured three small vessels laden with wine and brandy and destroyed six others at the mouth of the Garonne.

The Elisabethe, a 30-gun frigate belonging to the enemy was taken by a squadron commanded by Admiral Murray, off the coast of Halifax. After receiving the fire of the Topaze, (one of this squadron) and returning one broadside, she hauled down her colours.

About four o'clock in the afternoon of the 22d of September, the fore magazine of the Amphion frigate of 32 guns, then lying alongside the sheer-hulk in Hamoaze, refitting, by some accident took fire and blew up; which had such an effect as to rip the upper works in the fore part of the ship to atoms, and she almost immediately sunk in ten fathoms water. The number of the ship's company and visitors (of which there were several) unfortunately on board at the time, from the best accounts, was nearly 300, not more than 40 of whom were saved, several of these severely wounded. Captain Pellew, her commander; Captain Swaffield, of the Overyssel, of 64 guns, and a lieutenant, were in the cabin at dinner; hearing a kind of rumbling noise immediately preceding the blowing up, Captain Pellew and the lieutenant ran into the quarter gallery nearest the sheer hulk, on whose deck Captain Pellew was instantaneously thrown, whereby he received a severe blow on the head, and a contusion on the breast. The lieutenant was thrown into the water much wounded. Captain Swaffield, Mr. John Hearie, third lieutenant; Mr. John Mitchell, master; Mr. Charles

M'Gowan, surgeon; Mr. Colin Campbell, lieutenant of marines; with the gunner, carpenter, and several of the midshipmen, perished. The cause of this dreadful accident in all probability will never be discovered, as it is most reasonable to suppose that the person by whose imprudence it was occasioned, shared the fate of his miserable companions. Several attempts were made by Mr. Hemmings, the master-attendant at Plymouth, to weigh the Amphion; in which about the middle of November, by much perseverance he was able to succeed in dragging the wreck to the dock-yard jetty to be broken up. *See Mariner's Chronicle.*

On the 3d of November, the Helena sloop of war, commanded by Captain John Symons, was lost on the coast of Holland, and the crew perished.

On the 7th of December, the Reunion of 36 guns, commanded by Captain Henry William Baynton, struck on a sand bank in the Swin, and was totally lost. The crew, excepting three, were saved.

On the 9th, the squadron cruizing on the coast of France under Sir Edward Pellew, fell in with and was chased by that of the French under Rear-admiral Richery, from L'Orient to Brest.

On the 16th of December the French fleet, consisting of 17 sail of the line, several frigates, and other armed vessels, sailed from Brest road in three divisions, the van commanded by Rear-admiral Neilly; the centre by Admiral Morand de Galles; and the rear by Rear-admiral Bouvet. On board of this fleet were embarked 25,000 troops, under the command of General Hoche: a considerable train of artillery, with a vast quantity of military stores and ammunition was on board the transports. The destination of this immense armament was

kept a profound secret. Their first onset was not very propitious: two ships of the line (Le Nestor and Pegasse) having ran foul of each other, received so much damage, that it was necessary for the fleet to anchor in the road of Berthaum, in order to have them repaired. On the next day the fleet again got under sail, when a disaster still more serious happened; Le Seduisant, of 74 guns, was driven upon the rocks and entirely lost; the crew, which consisted of 1800 men, including soldiers, perished, excepting about 60.

On the 22d the French fleet was discovered off the S. W. coast of Ireland, and the next day was dispersed in a heavy gale: on the 24th a part of it anchored in Bantry Bay, near Bear Haven. The instant Vice-admiral Kingsmill was informed of their arrival, he dispatched Captain Pulling of the navy, overland, to reconnoitre their force and situation; who reported that it consisted of six ships of the line, three Razeés, four frigates, two brigs, and two luggers; the remainder of the fleet and transports were not in sight. The wind at this time blowing a very strong gale, and a heavy sea, he considered the ships to be in imminent danger. A boat which was passing from one ship to another, was driven on shore with a French lieutenant and seven men, who were made prisoners by the natives.

On the same day Vice-admiral Sir George Keith Elphinstone, arrived at Crookhaven from the Cape of Good Hope; and having learnt that the French fleet was upon the coast, and had been dispersed in a gale of wind, he made every preparation to put to sea with the Monarch and Daphne.

Vice-admiral Colpoys, who had been driven from his station off Brest, by the same gale of wind which had

given the enemy an opportunity to escape his vigilance; when stretching in to regain it on the 26th, the wind still blowing very hard, with thick foggy weather, he discovered six sail of the enemy's line of battle ships standing towards him; which, upon perceiving their mistake, crowded all the sail they could set, and stood in shore; notwithstanding the admiral pursued them very closely, they effected their escape into port L'Orient. These ships had sailed from Toulon, and passed the straits when Admiral Sir John Jervis was lying in Gibraltar Bay.

On the 27th the French ships in Bantry Bay were driven to sea in a violent gale of wind from the S. S. E. On the 29th a large ship was seen to go down off Cape Clear, supposed to be one of the French ships *armé en flute*. On the 30th, L'Impatiente French frigate of 44 guns, 320 seamen, and 250 soldiers, was wrecked near Mizen Head, Crookhaven; the pilot and five or six men were only saved. On the 31st two French ships of 74 guns each, one of which was dismasted, two large frigates, and a lugger, were driven into Bantry Bay as far up as Whiddy Island, and obliged to anchor; here they refitted in the best manner they were able, and put to sea the first favourable opportunity.

On the same day Vice-admiral Colpoys arrived at Spithead, having been forced in by stress of weather, in which many of the ships of his squadron suffered material damage; and from the length of his cruize were short of provisions and water.

Nine sail more of French ships appeared off the Shannon, where they detained a pilot-boat with a revenue officer, who had been sent out to reconnoitre. After having been exposed to most tempestuous weather, and en-

countered a variety of difficulties, those of the French fleet which had escaped the activity of our cruizers and shipwreck, reached Brest and Rochfort towards the middle of January, 1797, in a most wretched condition.

We shall now take into consideration the state of affairs in the Mediterranean.

Admiral Sir John Jervis, who commanded his Majesty's fleet on this station, narrowly watched the motions of the enemy at Toulon, and detached squadrons and single ships were employed with much success against the enemy.

On the 9th of March the Egmont, Captain John Sutton, captured La Sardine French corvette of 22 guns, and retook the Nemesis frigate of 28 ditto, which had been captured towards the end of the preceding year between Salonica and Smyrna, by three French frigates.

On the evening of the 20th of April, Captain Freemantle, in the Inconstant frigate, of 36 guns, captured, without resistance, L'Unité, French frigate, of 34 guns and 212 men, which was at anchor off Cape Bon; the crew made an attempt to set her on fire, but by the exertions of Lieutenant Hutchinson it was entirely extinguished, without doing any material damage.

On the 25th, Commodore Nelson having received intelligence, that a convoy, laden with stores for the French army, had anchored at Loano, immediately proceeded off that place; on his approach, he was greatly disappointed to observe only four vessels lying under the batteries, which opened upon the ships as they advanced into the bay; the fire was returned with great briskness. Under cover of which the boats of the ships were dispatched to board and bring off the vessels. This

service they performed with great gallantry ; notwithstanding a heavy fire of musquetry was kept up on the boats from the shore, very near to which the vessels were lying. Lieutenant Noble of the Agamemnon was badly wounded, and two seamen belonging to the Meleager. The officers employed in the boats, and who greatly distinguished themselves were, Lieutenants Suckling, Noble, and Compton, of the Agamemnon. Lieutenant Calverhouse, of the Meleager ; and Lieutenant Ryder, of the Diadem.

On the 31st of May, Commodore Nelson being in the Gulph of Genoa, gave chace to six vessels, which hoisted French colours, and anchored close under a battery. The commodore directed Captain Cockburn, of the Meleager, to lead in, which he did, in a most officer-like manner: and at three o'clock in the afternoon, the Agamemnon and the Meleager anchored in less than four fathoms water. After a short resistance from the battery and vessels, they were taken possession of by the boats of the squadron, under a smart fire of musquetry. The enemy, when they surrendered, cut their cables and ran their vessels on shore, but they were afterwards got off. The loss sustained on this service was, one man killed and two wounded of the Agamemnon ; and one wounded belonging to the Blanche.

The following were the vessels taken—One ship of eight guns and twenty brass patteraroes, laden with corn and rice ; one ketch, laden with musquets and cases of ammunition : one galley laden with wine ; one ditto laden with corn ; La Genie (ketch) 3 eighteen-pounders, 2 swivels, 60 men ; La Humero Dougel (gun boat) 1 eighteen pounder, 4 swivels, 30 men. Transports—La Bonne Mere, 250 tons, laden with brass twenty-one

pounders, thirteen-inch mortars, and gun carriages; La Verge de Consolation, 120 tons, ditto; La Jean Baptiste, 100 tons, laden with provisions; name unknown, 100 tons, Austrian prisoners: St. Anne du Paiz, 70 tons, laden with entrenching tools, destroyed.

On the 9th of June, Admiral Sir John Jervis being off Toulon, observed from his own ship in the evening, a French corvette of 24 guns, working up Hieres bay, within the islands; upon which he directed Captain Macnamara, in the Southampton, to make a dash at her; which he performed with admirable spirit and alacrity; having pushed through the grand passage, Captain Macnamara hauled up under the batteries, on the N. E. end of Porquerolle, under an easy sail, in hopes that he might be mistaken for a neutral or French frigate; which stratagem succeeded so well, that he arrived within pistol shot of the enemy undiscovered. Captain Macnamara then hailed, and cautioned her commander not to make a fruitless resistance, who snapped a pistol at him and fired a broadside. Being at this time close to the heavy battery of Fort Breganson, Captain Macnamara instantly laid her on board, and Lieutenant Lydiard, at the head of the boarders, with the greatest intrepidity, entered and carried her in about ten minutes; notwithstanding he met with a spirited resistance from her Captain (who fell) and a hundred men under arms to receive him. After lashing the two ships together, Captain Macnamara found some difficulty in getting from under the battery, which kept up a very heavy fire. He, however, at about half after one o'clock in the morning, succeeded, and rejoined Sir John Jervis with his prize, L'Utile corvette of 24 guns, commanded by Francis Veyn, and 136 men, several of

whom escaped on shore in the launch. About 25 were killed and wounded. The Southampton had only one man killed.

At this time our affairs in the Mediterranean wore a most unpromising aspect. Genoa, now entirely under the influence of France, shut her ports against our fleet, and Leghorn was taken possession of by the republican troops, June 27. On this occasion our commercial losses were not so severe as might have been expected, notwithstanding the imprudence of some of our merchants, who, neglecting the advice of Mr. Windham the English minister, placed a blind confidence in an assurance of safety which they received from the Tuscan government. Fortunately the principal members of our factory were not so easily duped; and, on the intentions of the French becoming notorious, such strenuous exertions were made, under the directions of Mr. Udney, the British Consul, and Captain Freemantle of the Inconstant frigate, that in two days and nights every English ship in the Mole, (twenty-three in number) a great part of the effects in the warehouses, and a large supply of bullocks for the British fleet, were rescued from the enemy, and carried safe into Corsica.

Tuscany being now occupied by the French troops, a squadron under the command of Captain Nelson, with troops commanded by Major Duncan, summoned Porto Ferrajo, which immediately surrendered.

Admiral Richery, who had been blockaded in Cadiz for several months by Admiral Mann's squadron, escaped from his confinement, and sailed to Newfoundland. Instead of striking a grand blow at the colony, which was at that time very ill protected, he confined his operations to plundering and destroying the property

of fishermen, and having burnt several boats and fishing stages returned to Rochelle. The spoils he acquired were not very valuable, and the havoc he made, scarcely extended beyond the individuals that suffered. At this time his squadron consisted of seven sail of the line, while we had only one fifty-gun ship and three frigates on the coast.

On the 13th of October, Captain Richard Bowen, in the Terpsichore frigate, of 32 guns, 215 men, being on a cruize off Carthagena, at day light in the morning discovered a frigate to windward, apparently in chase of him, and at the same moment a small Spanish vessel which he conceived to be a tender, passed him, steering for Carthagena. Captain Bowen's situation was not the most desirable for engaging a ship which seemed much superior in size, his crew being considerably reduced by having left thirty men at the hospital, and still a greater number on board dangerously ill, and in a convalescent state. In addition to this disadvantage, he was not very distant from an enemy's port, so that in the event of a victory, he could hardly flatter himself with being able to carry off his prize. However, relying on the tried valour of his remaining crew, with whom he had experienced a variety of service for two years and a half, he resolved at all hazards, to risk an action, rather than suffer the King's ship to be disgraced, or the character of a British seaman tarnished, by an attempt to fly from an enemy not much superior, excepting in bulk: he, therefore, continued to stand in without any alteration of course. At half past nine, A. M. the enemy came within hail, and hauled up on the Terpsichore's weather beam. As Captain Bowen conceived she only waited to place herself to advantage,

and point her guns with exactness, and being unwilling to lose the position he was then in, he ordered a gun to be fired to try his intentions, which was instantly answered by a whole broadside. The English returned the attack with so unremitting a fire, that the greatest part of the Spaniards were soon driven from their guns. But the captain, a most high-spirited and gallant officer, rallied what few men he could prevail on to stand by him, and maintained the contest for an hour and twenty minutes, when the English ship drew up alongside of the Spanish frigate, with all her guns well charged and pointed. Captain Bowen now hailed her commander, and entreated him to save himself and the remainder of his people, by not persevering any longer in a fruitless resistance. But it was with considerable difficulty, that he prevailed on him to avoid the destruction that awaited him by striking his colours, though at this time almost all his crew had run from their quarters, and his ship was nearly a wreck. When taken possession of, she proved to be the Mahonesa, Spanish frigate, commanded by Thomas Agalda, of 34 guns, besides cohorns and swivels. She was from Carthagena, with six pilots on board, for Don Langara's fleet, which she was sent to look out for.

Captain Bowen carried his prize safe into Gibraltar. In this action he had none killed and only four wounded. The Mahonesa had about thirty killed and thirty wounded.

The restless and turbulent spirit of the Corsicans, had, for some time, manifested a disposition to shake off their new allegiance. For this purpose they found means to co-operate with the French who were on the island; and soon became so formidable, that Sir Gilbert

Elliot, the Viceroy, found it necessary to intimate to them, that he should withdraw the British forces, and leave them to their former masters. Accordingly on the 15th of October the British evacuated the island. About the same time Naples made peace with France.

Captain Bowen acquired new reputation by another action fought off the coast of Spain, though the faithless conduct of the enemy deprived him of the fruits of his victory.

On the 12th of December, at day-light in the morning, he (Captain Bowen) discovered a large French frigate lying to on his weather-quarter, the wind at this time blowing hard from the S. E. with a heavy short sea. Captain Bowen instantly made sail, and gave chace to windward. The Frenchman, who was not equally desirous of fighting, in order to escape, made all the sail he could crowd. The chace was continued with much manœuvring on both sides, till two o'clock in the morning of the 13th, both ships working to windward under their courses, when the Terpsichore being close in with the land, about Cape Marcus, Captain Bowen wore, gave up the pursuit, and brought to, with the ship's head off shore.

About eight in the morning, the enemy's frigate was again seen from the mast-head; the wind having shifted to the S. W. gave Captain Bowen the weather-gage. He immediately wore and made sail in chace, the enemy crowding all the sail she could set for Cadiz. The Terpsichore having the preceding day sprung her main and fore mast, made Captain Bowen fearful he should not be able to close with her, before she could effect her escape. However, by ten o'clock at night, he had the satisfaction of getting alongside of her. The

enemy finding it impossible to avoid an action, brought to; when a most gallant and spirited battle commenced, and continued with great fury for a hour and a quarter: at which time the enemy being completely dismasted, with her captain, and 40 men killed and wounded, she struck, and proved to be La Vestale, of 36 guns and 300 men. The Terpsichore had 4 killed and 18 wounded; among the latter, Lieutenant George Bowen, brother to the captain, who was the only lieutenant on board, the two others, with three midshipmen, the boatswain and 40 men being absent either at the hospital or in prizes. Captain Bowen sent the master with eight seamen to take charge of the prize, which had drifted by this time into four fathoms water, not an anchor clear for letting go, and most of the surviving Frenchmen drunk. By great exertions and perseverance, the master made shift to bring her up in rather less than three fathoms water, and rode out the night about a mile or two from the shore.

The conquest was scarcely achieved, when the English became sensible of a danger, which the ardour of the chase had made them overlook. Both ships were on a dangerous lee shore, close to some shoals, which lie between cape Trafalgar and Cadiz, and breakers were seen whitening in the moon-light at a small distance. The masts and bowsprit of the French frigate had gone by the board immediately after her surrender, and her attempting to clear off the shore became impossible. In this situation the English captain sent orders to his master, whom he had charged with the prize, to endeavour to anchor her, exhorting him to urge the Frenchmen, whose lives depended on the success of the attempt, to assist him. This, after great exertions, was

accomplished, and the Terpsichore in the mean time with some difficulty weathered the rocks of Saint Sebastian.

As soon as the day dawned, Captain Bowen, who had, in some measure, repaired the injurie shis ship had sustained, and enabled her to carry sail with greater security, returned in search of his prize. After great toil he nearly succeeded in securing her, when the breaking of his tackle forced him to give up the attempt, as the day had nearly closed upon his labours. The first thought that occurred to him, was to destroy her; but he revolted from this idea, on recollecting the number of wounded on board the prize, whom the loss of almost all his boats rendered it impossible to remove. Having therefore determined to resume his task in the morning, he made sail during the night in order to keep clear of the land. Unfortunately it fell calm; he was drawn by the current into the entrance of the straits, and the wind settling towards day light in the south east, blew directly fair for Cadiz. In the utmost anxiety he returned with all the sail he could carry to the place where he had left the French frigate, and had the mortification of seeing her far advanced in her course towards the Spanish port, with some spars erected for jury masts, and her colours re-hoisted. Determined to use every effort to prevent her escaping with impunity, he chased her for some time in the hope of forcing her on shore: but the crippled state of his ship rendered this impracticable, and on the Frenchman's reaching the back of the town of Cadiz, he reluctantly abandoned the pursuit. Willing to hope, that Mr. Fançauld, the captain of the Vestale, had been forced into the measure he had taken, by the violence of his

crew, Captain Bowen sent a message to him at Cadiz, to claim the restitution of the prize, but the French captain returned no answer to his remonstrances.

An instance of a somewhat similar nature occurred in the Spanish service, on the night of the 19th of December, though there were strong shades of difference between the circumstances of this case, and that of M. Fancauld. Commodore Nelson in the Minerve of 32 guns, and Captain Craufurd in the Blanche of 32, fell in at night with two Spanish frigates in the Mediterranean. The commodore immediately singled out the ship, whose light proclaimed the chief, as his adversary, while Captain Craufurd directed his attacks against her consort.

The frigate Commodore Nelson engaged, called the Sabina, carried 40 guns, twenty of which were eighteen pounders. Notwithstanding the superiority of this battery, the fire of the English was so much better maintained than that of their opponents, that the Spanish frigate was torn almost to pieces, and a dreadful carnage made amongst her crew. Don Jacobo Stewart, her commander, surrendered after an action of an hour and an half, during which he had his mizen mast carried away, and lost one hundred and sixty-four men in killed or wounded. The Minerve had seven men killed and thirty-three wounded: all her masts were shot through, and rigging much cut. Lieutenants Colquhoun and Hardy having been put in charge of the Sabina, and taken her in tow, at four A. M. on the 20th, a fresh Spanish frigate approached and took up the conqueror; but after an action of similar duration with the last, gave up the contest and availing herself

of the Minerve's inability to pursue her, effected her escape.

Scarcely was the enemy defeated, when three sail hove in sight, which the dawning of the day discovered to be two hostile ships of the line and a frigate, while the Blanche was at this time too far to windward to give the Minerve any assistance. The English officers and men worked hard to repair the ship's damages and enable her to carry sail, but all their labours would perhaps have failed to save her from the enemy, had they not been assisted by a diversion from the lieutenants placed in the captured ship, who would not yield to the attack of the Spanish frigate; and relieved his commodore by decoying the other ships into a chase. Nor did he surrender, till the remaining masts of the Sabina had gone by the board.

In the mean time, the Blanche had been successful in her attacks on her antagonist; though she was also robbed of her prize by the same unfortunate coincidence of circumstances. Eight or nine broadsides had silenced the enemy, who called for quarter and hauled down their colours: but the approach of the three ships prevented Captain Craufurd from taking possession of her, and he had already worn to join his commodore, when observing, that the Spanish ships did not close round their countryman, he returned to take possession of his prize. She had however profited by his absence to re-establish her rigging, and, going away before the wind, outstripped her enemy, and was soon protected by a new ship, who joined her from the land. The Minerve had the gunner and nine men wounded. Commodore Nelson, in his letter, speaks in the highest terms of the gallantry and conduct of Captain Cock-

burn and his officers and of the superior state of discipline of the Minerve, generally attributing to them the merit of these actions.

At the same time (Dec. 19,) the Courageux of 74 guns, commanded by Captain Benjamin Hallowell, was driven from her anchors in Gibraltar bay in a violent gale of wind, which continued the whole of the next day, attended with thick, hazy weather, and dreadful thunder and lightning. Unfortunately, having stood too far over to the coast of Barbary, in the night, she struck upon a rock, over which the sea broke with such violence, that the ship was soon dashed to pieces. This melancholy accident was attended by the loss of near 500 brave fellows, not more than 124 having survived to relate the unhappy fate of their companions. Captain Hallowell was at this time attending a court-martial when the ship broke adrift, and it blew so hard that he could not get on board, by which fortunate event, the life of a valuable and brave officer was preserved.

The cruizers under Vice-admiral George Murray, in North America, were actively employed in the protection of the trade, and took several of the enemy's privateers.

On the 4th of May, the Spencer sloop of war, of 18 guns, commanded by Captain Evans, being on a cruize off Bermuda, in company with the Bonetta, Captain Rodd, and L'Esperance, Captain Rose, having chased a sail out of sight of the two latter, came up with, and after a brisk action of an hour and a quarter, captured La Volcan French corvette of 12 guns and 95 men, many of whom were killed and wound-

ed. The Spencer had one man killed and one wounded.

On the same day L'Esperance and Bonetta captured Le Poisson Volant, formerly his Majesty's schooner Flying Fish, taken in the West Indies.

We have already mentioned the capture of L'Elizabethe, a large merchant ship mounting 36 guns, which struck to Captain Church of the Topaze, August 28; there were two other sail of large ships which were chased by Admiral Murray: but they effected their escape under cover of the night.

We shall now turn to the naval operations in the West Indies:—On the 15th of April, Admiral Sir J. Laforey detached a small squadron, under the Command of Captain Parr, to take possession of the Dutch settlements of Demerara, Isiquibo, and Berbice; 1200 troops were embarked on board the squadron, under the command of Major-general Whyte. On the 21st they arrived off Demerara; and in the evening La Pique and Babet frigates, with the Grenada transport and small vessels, passed the bar, and came to anchor at the entrance of the river within random shot of the fort. The night was employed in making the necessary arrangements for landing the troops. At day light a flag of truce was sent to the governor, to demand the surrender of the colony and its dependencies to his Britannic Majesty, on the terms proposed by General Whyte and Captain Parr, which were immediately accepted, and his Majesty's troops put in possession of the place. In the harbour were taken the Thetis Dutch frigate of 24 guns, the Sea Gull cutter of 12 guns, and several merchant vessels richly laden. Having left a sufficient number of troops for the defence of Demerara, General

Whyte and Captain Parr proceeded to Berbice, which on the 2d of May also surrendered.

On the 21st of April Rear-admiral Clobery Christian, K. B. arrived in Carlisle Bay, Barbadoes, with a squadron of ships of war and transports, from England; where he joined Admiral Sir John Laforey, who on the next day sailed with the fleet of men of war and transports; and on the 23d anchored in Marine Bay, Martinico.

Sir John Laforey resigned the command of the fleet to Rear-admiral Christian, and sailed for England in the Majestic. On the evening of the 26th Rear-admiral Christian proceeded with the squadron and transports, having on board a large body of troops, under the command of Lieutenant General Sir Ralph Abercromby, to the attack of the island of St. Lucia.

The disposition for landing the troops was arranged by the admiral and general at three different places, supported by ships of force; the first division at Ance la Cap and Ance Bequêne, in Longueville Bay, the second in Choc Bay, and the third at Ance la Raye, some distance south of the Cul de Sac.

The first point of debarkation in Longueville Bay was protected by a battery of five guns placed on a low point of land in Pigeon Island. The Vengeance, Ganges, Hebe, and Pelican brig covered this landing. The Hebe led into Ance la Cap, the Ganges supported her, and the Pelican anchored in the Ance Bequene. The Vengeance remained on the weather beam of the Astrea, that she might, if necessary, cover the Ganges by anchoring on the angle of Pigeon island battery. The positions were all well taken: the battery was kept in check by the fire of the ships, one of its guns

was dismounted, and the troops landed without opposition.

The Alfred was to lead the second division into the anchorage of Choc Bay, and the Madras, supported by the Beaulieu, to conduct the third at Ance la Raye. But a strong current, which set the transports a great way to leeward, defeated the attempts of both these divisions. A second effort proved more successful, and a landing was afterwards made good in Choc Bay, under the protection of the Vengeance, Arethusa, and Victorieuse brig: and the next day, the debarkation at Ance la Raye was completed. Three hundred seamen were immediately sent by the admiral to reinforce the army, and larger bodies were afterwards landed.

The party first put on shore in Longueville Bay, was commanded by Major-general Campbell, and consisted of 1700 men. This detachment immediately advanced, without experiencing much annoyance from a small body of the enemy, who seemed disposed to dispute their passage. The head of this column was just in sight of Choc Bay, when the centre detachment of the army disembarked there; on this taking place, the troops, who had faintly opposed General Campbell's march, retired from a place called Angier's plantation, to Morne Chabot. This is one of the strongest positions in the neighbourhood of Morne Fortunée, and the occupation of it is absolutely necessary to the investment of that height, which was the strong hold of the republicans, on the north side.

Two detachments under the command of Brigadier-general Moore, and Brigadier-general Hope, were ordered to attack this post in the evening, on different sides; but owing to a miscalculation of time, originat-

ing in the false information of the guides, the detachment commanded by General Moore having considerably out-marched the other column, fell in with the advanced picquet of the enemy, much earlier than was expected. The General finding himself discovered, determined to risque the attack with his own division alone; and the spirit of his men fully seconded his intention: they formed with all the expedition the ground would admit, and carried the post, after a considerable resistance.

The republicans not long afterwards attacked the grenadiers of the 55th regiment, commanded by Colonel Macdonald, but were repulsed with slaughter, though not without a considerable loss on the part of the English.

The division, which disembarked at Ance la Raye, was commanded by Major-general Morshead, who gained possession of the bar of the Grand Cul de Sac, and invested Morne Fortunée on the south side. A point at the entrance of the Grand Cul de Sac was also taken possession of by Captain Dilkes of the Madras, and two eighteen-pounders and two carronades were placed on the summit of a hill, which considerably annoyed two of the enemy's works. Other batteries were afterwards established, principally by the exertions of the navy, on the southern side of the Cul de Sac.

On the 28th, the whole of the troops were landed, and it was now determined to attempt the expulsion of the French from some works on the base of the mountain on the northern side of the Grand Cul de Sac, in order to open the bay to the ships of war. In consequence of this arrangement, on the 2d of May, three columns marched against the enemy's posts in different

directions, and the Madras, Beaulieu, Pelican and Victorieuse, prepared to enter the Cul de Sac, and support their attack. Two of the columns proceeded successfully; but the third, from some error, failed in its object; and the two other detachments being left unsupported and unconnected, were in consequence obliged to retire: and the ships destined to enter the Cul de Sac returned to their anchorage.

The principal attack on Morne Fortunée was made on the north side of the ridge of Duchassaux, and on the 16th of May the batteries opened. A post of great importance to the besiegers was attacked at night by the 21st regiment, who were successful in their first attempt: but in pursuing their good fortune were, by the loss of their guide, and their ignorance of the country, exposed to a fire of grape from the enemy which obliged them to retire. Their retreat was covered by a party of the grenadiers, under Lieutenant-colonel Macdonald. A lodgement was however soon effected near the enemy's works, who after a vigorous but unsuccessful attempt to expel the besiegers, in which they were repulsed by the steady resistance of the twenty-seventh regiment, under the orders of General Moore, surrendered the island to the British, on the 26th of May.

Captain Lane, of the Astrea, was sent home with the admiral's dispatches, in which he commends highly the meritorious conduct of the captains, officers, and men employed on this service.

General Abercromby bestowed a most honourable tribute of praise to the support and co-operations which he derived from the navy, in his general orders, of which the following is an abstract:

"*Head Quarters, St. Lucia, May* 27, 1794.

"During the services which have been carried on in the island of St. Lucia, all the courage and every exertion of the army would have proved ineffectual, if Rear-admiral Sir H. C. Christian, and the royal navy, had not stepped forward with the alacrity which has been so conspicuous in forwarding the most arduous part of the public service: to their skill and unremitting labour, is in a great measure owing the success which has attended his Majesty's arms. It will afford the commander in chief the greatest satisfaction, to be able to lay before his majesty the eminent services which have on this occasion been performed by the royal navy; and Admiral Sir H. C. Christian, will confer a particular obligation on Lieutenant-general Sir Ralph Abercromby, and the army at large, if he will be so obliging as to communicate to the royal navy, and in particular to Capt. Lane, Ryves, and Stephenson, and the officers who acted on shore, and to the corps of marines, the great obligation which they consider themselves under to them.

(Signed) "T. Busby, Ass. Adj. Gen."

During these transactions a small naval force, under the command of Captain Parr, and a military detachment, commanded by Major-general Whyte, got possession, without resistance of Demerara, Berbice, and Essequibo, Dutch colonies, situated in Guiana, to the westward of Surinam. A considerable quantity of produce fell into the hands of the captors.

All the efforts of the general were now bent to effect the expulsion of the enemy from St. Vincent's and Grena-

da. In the former a strong position of the enemy's was stormed by a detachment of the English; and the French being driven from thence into their last strong hold, and intercepted from the Charib country, were forced to capitulate: But near two hundred of the insurgents made their escape into the woods. The French commandant agreed, that the other posts throughout the island, maintained by his countrymen, should be given up to the British, and Sir Ralph Abercromby promised an amnesty to those of the rebels, who had not by their enormities forfeited all claims to mercy.

In Grenada the commander of the republican troops had previously surrendered to General Nicols, but Fedon, the leader of the insurgents had withdrawn his banditti into two strong positions, where they seemed determined to maintain themselves. Finding the English on the point of forcing these posts, which they deemed impregnable, they gave a dreadful example of desperate fury: dragging forth several Europeans, they butchered them in the face of our troops, who were unable to afford them succour. It was afterwards known that these unfortunate victims had not been exclusively selected from among their prisoners; they had glutted their savage and indiscriminate fury on both friends and foes, and massacred every white man in their army, though many of those whom they sacrificed had borne arms in their cause. After perpetrating these horrors, they were chased by a party of German riflemen, who hunted them from their hiding-places, and killed great numbers in the pursuit.

On this service two seamen belonging to the Arethusa were killed with the troops on shore; and at Grenada seven seamen were killed and five wounded belonging

to the Mermaid, by the bursting of one of her main-deck guns.

On the 25th of November, Captain Robert Barton, in the Lapwing, when lying at St. Kitts, received intelligence by an abvice-boat, that the island of Anguilla had been attacked by two French men of war, and several smaller vessels, having on board 400 troops. Captain Barton felt it his duty to leave the service he had been ordered on, and proceeded instantly to endeavour to relieve the place; but the wind blowing strong from the northward, prevented his getting up before the morning of the 27th, when he found the French had landed the preceding day about 300 men, burnt several houses in the town, plundered the island, and committed every devastation possible, attended with acts of great cruelty. Upon the appearance of the Lapwing, the enemy embarked their troops and endeavoured to get off; which Captain Barton effectually prevented, by bringing the two men of war to close action, which lasted near two hours, the ship struck her colours, and proved to be Le Decius, mounting 24 six-pounders, two twelve-pound carronades, and two brass field-pieces, with 133 seamen, and 203 troops, commanded by citoyen Andrew Senis. She had 80 men killed, and 40 wounded. The brig La Vaillante, mounting four 32 and 24-pounders, with 45 seamen and 80 soldiers, bore away, and ran on shore on the island of St. Martin's, where she was destroyed by the fire of the Lapwing, whose loss amounted to one man killed, and seven wounded.

Captain Barton, by his meritorious conduct, having effectually relieved the island of Anguilla, was proceeding with his prize to St. Christopher's. On the day

following he was chased by two French frigates (La Thetis and La Pensée): to prevent La Decius being recaptured, he was under the necessity, after taking out the prisoners and his own men, to set her on fire.

With respect to Jamaica, we must observe that on the 22d of March, Rear-admiral William Parker, in conjunction with Major-general Forbes, made an unsuccessful attack on the town of Leogane, in the island of St. Domingo: the ships of war which covered the landing, and brought up against the enemy's batteries, lost some men. The Leviathan five killed and twelve wounded; the Africa one killed and seven wounded.

In the autumn a feeble attempt was made by the Dutch to regain possession of the Cape of Good Hope. A squadron of two 64-gun ships, one 54, four frigates and a sloop of war, carrying about 2000 troops were destined for the enterprize; while the coast was protected by an English fleet consisting of 14 sail of different descriptions, and defended by a body of troops more than sufficient to repel any attack that could be made with so inconsiderable a force. Vice-admiral Sir George Keith Elphinstone, when in Simon's Bay refitting his squadron, on the 3d of August received intelligence that several ships had been seen in the offing at Saldanha Bay. This being confirmed on the 5th, the admiral made every preparation for putting to sea; but the Monarch's main-mast being out, and the weather extremely tempestuous, it was the 6th, before he could quit his anchorage. The squadron continued to cruize until the 12th, without being able to see or hear any thing of the strange vessels; and during this time having encountered some dreadful storms, in which many of the ships were much damaged, they returned to Si-

mon's Bay. Admiral Elphinstone, upon his arrival, learnt from the master-attendant that the ships seen had put into Saldanha Bay on the same day which he had sailed; and that four fast-sailing vessels had been dispatched in quest of them.

Immediately the admiral received this intelligence, he made the signal for the squadron to weigh; but the wind, which blew strong, and increasing the next day to a perfect tempest, made it impossible to break the ships loose without the most imminent danger. On the 15th the storm having abated, the squadron got under sail, and arrived off Saldanha bay the next evening at sun set. The Crescent, which had been ordered ahead to reconnoitre, made the signal for having discovered the enemy's ships moored in the bay. Admiral Elphinstone soon perceived their force to be much inferior to his own, stood into the bay in the order of sailing, and anchored his squadron within shot of the enemy's ships. Actuated by principles of humanity, and to spare the unnecessary shedding of blood, he dispatched Lieutenant Coffin, of the Monarch, with a flag of truce and a letter to the Dutch admiral, to request him to surrender the ships under his command without resistance. To this the Dutch admiral sent a verbal message that a positive answer should be given to the admiral's demand the next morning at day-break. Sir G. K. Elphinstone, fearful lest the enemy should avail themselves of the time allotted to injure the ships of war and stores, wrote to the Dutch admiral to desire a positive assurance that no such advantages should be taken. In reply, he assured Sir George, upon his honour, that no damage whatever should be done to the ships, &c. but that it was necessary for him

to call to his aid the captains of the squadron, whom he was obliged to assemble in council of war, on account of responsibility.

The next morning the Dutch admiral sent on board the Monarch terms of capitulation; all of which were accepted by Sir George Keith Elphinstone, excepting the second, wherein the Dutch admiral requires the Braave and Sirenne frigates to be appointed cartels to convey himself, officers, and ships' crews to Holland. This Admiral Elphinstone refused, in consequence of the cartel ships which had been sent from Toulon and various other places, under similar circumstances, having been detained and their crews imprisoned, contrary to the laws and usage of war, and general good faith of nations.

Captain John Aylmer, of the Tremendous, was sent to England with the Vice-admiral's dispatches, giving an account of the surrender of the Dutch fleet.

In December, Captain Spranger in the Crescent, with the Braave and Sphinx, destroyed a settlement which the French had established at Foul Point, on the Island of Madagascar, and took two ships, a brig, a cutter and lugger, which were lying at anchor there.

In the East Indies the Dutch settlement of Amboyna and its dependencies; were reduced by Rear-admiral Rainier, Feb 16, and on the 8th of March, Banda was also delivered up to him. The admiral found in the treasury at Amboyna, 81,112 rix dollars, and in store, 515,940 pounds weight of cloves. In the treasury at Banda, 66,675, rix dollars, and in store, 84,777 pounds of nutmegs, 19,587 pounds of mace, besides merchandize and other stores of great value.

Early in the year, Captain Alan Hyde Gardner in the Heroine, was detached by Sir Keith Elphinstone with a small squadron to co-operate with a body of troops, under colonel Stuart, in the reduction of Columbo on the island of Ceylon.

On the 5th of February the squadron anchored off Negombo, about 15 miles to the northward of Columbo; a small body of the troops were immediately landed under Major Barbett, and possession taken of the enemy's fort which they had evacuated. On the next day the whole army was disembarked, and proceeded on its march to Columbo, meeting with little opposition from the enemy, who retreated into the fort as the troops advanced.

On the morning of the 12th, the ships of war and transports anchored within two miles of the fortress; and a sufficient quantity of guns and stores were landed for carrying on the siege. On the 14th, every thing being prepared for an attack, Captain Gardner and Colonel Stuart summoned the fort to surrender, on terms of capitulation, which were accepted by the governor; and on the 16th, his majesty's forces were put in possession of Columbo and its dependencies. The value of the pepper, cinnamon, and other merchandize only, independant of the ships, military, and naval stores, is stated in the capitulation at 25 lacks of rupees.

The following is a List of British Ships taken during this Year.

Scourge, 16 guns; lost off the coast of Holland.
Ca lra, 80 guns: burnt by accident.

Salisbury, 50 guns: lost on the isle of Vasche, West Indies, May 13, crew saved.

Arab, 18 guns; lost on the Penmarks, near Brest, June, crew saved.

La Trompeuse, 18 guns; lost on the Farmer Rock, Kinsale, crew saved.

Active, 32 guns; lost in the river St. Lawrence, July, crew saved.

La Sirenne, 16 guns; lost in the bay of Honduras, with the crew, August.

Cormorant, 16 guns; blown up on purpose at Port-au-Prince, St. Domingo, Sept, 16, 20 men saved.

Amphion, 32 guns; blown up by accident in Hamoaze, Plymouth, the greatest part of the crew perished, Sept. 22.

Bermuda, 18 guns: supposed to be lost in the Gulph of Florida, Sept.

La Poulette, 26; and La Bellette, 24 guns; burnt at Ajaccio, Oct. 20, as unserviceable.

Experiment, 10 guns; taken by the Spaniards in the Mediterranean, Oct.

Le Vanneau, 6 guns; lost at Port Ferajo, Mediterranean, Nov. crew saved.

Helena, 14 guns; lost on the coast of Holland, Nov. 23, crew lost.

Berbice; driven on shore at Dominica, crew saved.

La Re-union, 36 guns; lost, crew saved, Dec.

Undaunted, 40 guns; foundered on the Morant Keys, West Indies, crew saved.

Courageux, 74 guns; lost near the foot of Apes Hill, Straights of Gibraltar, 24 of the crew saved.

Hussar, 28 guns; lost near the Isle of Bass, crew saved.

Bombay Castle, 74 guns; lost in the river Tagus, Dec. crew saved.

Narcissus, 20 guns; lost in the West Indies, crew saved.

Curlew, 18 guns; foundered in the North Sea.

Amazon, 38 guns; stranded on the Isle de Bas, crew saved.

The following were the French ships taken or destroyed this Year.

La Favorite, 22 guns; taken by the Alfred, T. Drury, off Cape Finisterre, March 5.

La Sardine, 22; and La Nemesis, 28 guns; taken by the Egmont, J. Sutton, near Tunis, March 9.

La Bonne Citoyen, 20 guns; taken by the Phaeton, Hon. R. Stopford. near Cape Finisterre, March 10.

L'Etourdie, 16 guns; burnt by the Diamond, Sir W. S. Smith, at Cape Frehel, March 18.

Le Marsouin, 29 guns; taken by the Beaulieu, L. Skinner, West Indies, March.

L'Etoile, 30 guns; taken by Sir J. B. Warren's squadron, March 20. near the Raz de Fontenay.

L'Alerte, 14 guns; taken by the Sampson, G. Tripp, off St. Domingo.

L'Unite, 38 guns; taken by Sir Edward Pellew's squadron, off the coast of France, April 15.

La Perçante, 26 guns; taken by the Intrepid, Hon. C. Carpenter, in the West Indies.

La Robuste, 22 guns; taken by Sir J. B. Warren's squadron, off the Saints, April 15.

L'Unité, 24 guns; taken by the Inconstant, T. F. Freemantle, in the Mediterranean, April 20.

La Virginie, 44 guns; taken by the Indefatigable, Sir E Pellew, and his squadron, forty leagues, S. W. of the Lizard, April 22,

L'Aurore, 10 guns; taken by the Cleopatra, C. Rowley, in America.

L'Ecureuil 18 guns; burnt by the Niger, E. J. Foote, on the coast of France, April 27.

L'Abeille, 14 guns; taken by the Dryad, J. K. Pulling, off the Lizard, May 2.

Le Volcan, 12 guns; taken by the Spencer, A. F. Evans, off Burmuda, May 4.

Le Cigne, 14 guns; taken by the Doris, Hon. C. Jones, off Scilly, May 7.

L'Athenien 14 guns; taken by the Albicore, R. Winthorpe, near Barbadoes, May 8.

Le Genie 3; Le Numero Dix Sept., 1 gun; taken by Commodore H. Nelson's squadron, at Oneglia, in the Mediterranean, May 31.

Le Thames, 36 guns; taken by the Santa Margarita, T. B. Martin, near Waterford, June 7.

Le Tribune, 24 guns; taken by the Unicorn, T. Williams, near Waterford, June 7.

L'Utile, 24 guns; taken by the Southampton, J. Macnamara, off Toulon, June 10.

Les Trois Coleurs, 10; and La Blonde, 16 guns; taken by the Indefatigable, Sir Edward Pellew, and his squadron, off Ushant, June 11.

La Proserpine, 44 guns; taken by the Dryad, Lord A. Beauclerk, 80 leagues S. W. of Cape Clear, June 1.

La Legere, 22 guns; taken by the Apollo, J. Manley, and Doris, Hon. C. Jones, S. W. of Scilly, June 22.

La Renommée, 44 guns; taken by the Alfred, T. Drury, off St. Domingo, July 20.

L'Alerte, 16 guns; taken by the Carysfort, J. Alexander, East Indies, Aug. 14.

L'Andromache, 44 guns; run on shore and burnt, near Arcasson, coast of France, by Sir J. B. Warren's squadron.

L'Elisabethe, 36 guns; taken by Admiral Murray's squadron, near Halifax, August 28.

L'Eliza, 10 guns; taken in the Fury, Oct. 18.

Le Cerf Volant, 18 guns; taken by the Magicienne, H. Rickett's, off St. Domingo, Nov. 1.

L'Etna, 20 guns; taken by the Melampus, Moore, and Childers, Poyntz, off the coast of France, November 13.

Le Decius, 26 guns; destroyed by the Lapwing, Capt. Barton, near St. Martin's, Nov. 26.

Le Vaillant, 4 guns; sunk by ditto, ditto, ditto.

L'Africain, 18 guns; taken by the Quebec, J. Cook, off St. Domingo, Dec. 3.

Le General Leveau, 16 guns; taken by the Resource and Mermaid, off St. Domingo, Dec. 10.

Le Seduisant, 74 guns; lost on the Saints near Brest, December 16.

Le Scævola, 40 guns; foundered off Ireland, December 30.

L'Impatiente, 44 guns; lost near Crookhaven, Ireland, 7 men saved, Dec. 30.

La Justine, 44 guns; lost off Ireland, Dec.

L'Amaranthe, 14 guns; taken by the Diamond, Sir R. J. Strachan, Dec. 11.

La Vestale, 44 guns; taken by the Terpsichore, Capt. R. Bowen, near Cadiz, Dec. 13, but retaken by her own crew.

A List of the Dutch National Ships lost taken or destroyed this Year.

Zephyr, 32 guns; taken possession of by the Andromeda, W. Taylor; Ranger, J. Hardy; and Kite, M. Malbon; in the Firth of Forth, March.

Zeeland, 64; Brakel; Thoolen; Mierman, 16; Pyl, 16 guns; taken possession of at Plymouth, by Vice-admiral Richard Onslow, and the ships of war at that port, March 4.

Thetis, 24, and Zee Meeuv, 12 guns; taken at the surrender of Demerara, April 23. The Thetis was afterwards sunk at Demerara, and the Zee Meeuv lost.

Argo, 36 guns; taken by the Phœnix, L. W. Halsted, in the North Sea, May 12.

Echo, 15; and De Gier, 14 guns; run on shore by the Pegasus, R. Donnelly, on the coast of Friezeland, May 12.

Mercury, 16 guns; taken by the Sylph, J. C. White.

Jason, 32 guns; brought into Greenock by her own crew, who mutinied; and taken possession of by the Penguin, J. K. Pulling, June 8.

Dortrecht, 64; Revolutie, 64; Van Tromp, 54; Castor, 44; Braave, 40; Bellona, 28; Sirene, 26; Havick, 18; and Maria, (store ship); surrendered on capitulation to, and taken possession of by, the squadron under Vice-admiral the Hon. Sir G. K. Elphinstone, K. B. in Saldanha Bay, near the Cape of Good Hope.

Batave, 12 guns; taken by the Roebuck, A. S. Burrows, off Barbadoes, July 6.

Haerlem, 10 guns: taken by the squadron under Rear-admiral P. Rainier, in the East Indies.

A List of the Spanish National Ships lost, taken, or destroyed this Year.

La Princesa, 16 guns; detained by the Sea-Horse, G. Oakes, off Corunna, Sept. 16.

La Mahonesa, 34 guns; taken by the Terpsichore, R. Bowen, in the Mediterranean, Oct. 13.

El San Pio, 18 guns; taken by the Regulus, W. Carthew, in the Atlantic, Nov.

El Galgo, 18 guns; taken with 80,355 dollars, by the Alarm, E. Fellowes, off Grenada, Nov. 23.

El Corso, 18 guns: taken by the Southampton, J. Macnamara, in the Mediterranean, Dec. 2.

La Sabina, 40 guns; taken by La Minerve, G. Cockburn, in the Mediterranean, Dec 20, but retaken the next day.

1797.

Destruction of the Droits des Hommes—Capture of a Detachment of French Troops at Fishguard, on the Coast of Wales—Proceedings of the Mutineers at Spithead, and the Nore—Defeat of the Dutch Fleet under Admiral de Winter.

ON the 13th of January, the Indefatigable of 44 guns, commanded by Sir Edward Pellew, and the Amazon of 32 guns, Captain Robert Carthew Reynolds, about 50 leagues S.W. of Ushant, at half past noon, discovered a large ship in the N.W. quarter, steering under an easy sail, towards the coast of France. At this time the

wind blew hard at west, with thick hazy weather. Chace was instantly given. As four P. M. the Indefatigable had gained sufficiently upon the chace, for Sir Edward Pellew to distinguish very clearly, that she had two tier of guns with her lower deck ports shut, and that she had no poop. At a quarter before six he brought the enemy to close action, which continued to be well supported on both sides near an hour, when the Indefatigable unavoidably shot ahead; at this moment the Amazon appeared astern, and gallantly supplied her place; but the eagerness of Captain Reynolds to second his friend, had brought him up under a press of sail; when, after a well supported and close fire for a little time, he also unavoidably shot ahead. The enemy made an ineffectual attempt to board the Indefatigable: and kept up a constant and heavy fire of musketry till the end of the action, frequently engaging both sides of the ship at the same time.

As soon as Sir Edward Pellew had replaced some of the disabled rigging, and brought his ship under a proper sail, and the Amazon having reduced hers, they commenced a second attack, placing themselves, after some raking broadsides, upon each quarter often within pistol shot. This attack lasted without intermission for for five hours; when the Indefatigable was obliged to sheer off to secure her masts

About twenty minutes past four in the morning, the moon opening rather brighter than before, shewed to Lieutenant Bell, who was watchfully looking out on the forecastle, a glimpse of the land; which he had scarcely reported to Sir Edward Pellew, before the breakers were seen. At this time the Indefatigable was close under the enemy's starboard bow, and the Amazon a-

near her on the larboard; not an instant could be lost—every life depended upon the prompt execution of orders; nothing could equal the activity of her brave crew, who, with incredible alacrity, hauled the tacks on board and made sail to the southward. Before daylight they again saw breakers upon the lee bow, and wore to the northward. Not knowing exactly on what part of the coast they were embayed, the lingering approach of day-light was most anxiously looked for; and soon after it opened; the land was seen very close ahead; the ship was again wore in twenty fathoms water, and stood to the southward. A few minutes after the Indefatigable discovered and passed within a mile of the enemy who had so bravely defended himself; the ship was laying on her broadside, and a tremendous surf beating over her. The miserable fate of her brave crew was perhaps the more sincerely lamented by those of the Indefatigable, from the apprehension of their suffering a similar misfortune, having at that time four feet water in the hold, a great sea, and the wind dead on the shore.

Sir Edward Pellew was now able to ascertain his situation to be that of Hodierne bay, and that their fate depended upon the possible chance of weathering the Penmark rocks, which by the uncommon exertions of her fatigued and exhausted crew, in making all the sail they could set, was happily accomplished at eleven o'clock, passing about a mile to windward of them.

The fate of the Amazon was not so fortunate; when the Indefatigable had hauled her wind to the southward, she had hauled hers to the northward: Captain Reynolds, notwithstanding every effort, found his masts, yards, rigging, and sails so miserably cut and shattered, with

three feet water in his hold, that it was impossible to work off the shore; in this condition, a little after five in the morning the Amazon struck the ground; and almost at the same moment the enemy shared a similar fate. The crew (excepting six, who stole away the cutter and were drowned) was saved by making rafts; and upon their landing they were made prisoners.

In this gallant action, which commenced at a quarter before six, P. M. and lasted (excepting at short intervals,) until four A. M. the sea was so high, that the people in both ships were up to their middles in water on the main deck. Some of the guns on board the Indefatigable broke their breechings four times over; others drew the ring bolts from the sides; and many from getting wet, were repeatedly drawn immediately after loading.

The loss sustained on board the Indefatigable, was only 19 wounded—among the number was Mr. Thompson, the first lieutenant. Twelve of the others had wounds of no great consequence, consisting chiefly of violent contusions from splinters. The Amazon had three men killed, and fifteen badly wounded.

The enemy's ship proved to be Les Droits des Hommes, of 74 guns, commanded by Captain ci-devant Baron Le Crofs, manned with 1600 men, seamen and soldiers, 170 of whom perished, exclusive of those killed in the action.

On the 22d of February two French frigates, a corvette and a lugger, anchored in Fishguard Bay, on the coast of Wales, where they landed 1200 troops, without cannon, and again sailed. The French vessels were La Vengeance, 44 guns; La Resistance, ditto, ditto; La Constance, 24 ditto; and La Vauteur 14 ditto.

Every exertion had been made by the lord lieutenant and gentlemen of the county and its neighbourhood, for taking proper steps on this occasion; and the greatest zeal and loyalty had been shewn by all ranks of people. Immediately, on an account having been received at Plymouth of this force that had appeared in the Bristol Channel, frigates were dispatched from thence in quest of them.

As soon as Lord Cawdor received intelligence of the enemy's landing, he proceeded to Fishguard with a detachment of the Cardigan Militia and all the provincial force he could collect. Upon the night setting in, a French officer (whom his lordship found to be second in command) came in with a letter, of which the following is a copy, together with a copy of his lordship's answer.

"Cardigan Bay, 5th of Ventose, 5th year of the Republic.

"SIR,

"The circumstances under which the body of the French troops under my command were landed at this place, render it unnecessary to attempt any military operations, as they would tend only to bloodshed and pillage. The officers of the whole corps have therefore intimated their desire of entering into a negociation, upon principles of humanity, for a surrender. If you are influenced by similar considerations, you may signify the same by the bearer, and in the mean time hostilities shall cease. Salute and respect,

"TATE, Chief de Brigade.

"To the officer commanding his Britannic Majesty's troops."

"Fishguard, Feb. 23.

"SIR,

"The superiority of the force under my command, which is hourly increasing, must prevent my treating upon any terms short of your surrendering your whole force prisoners of war. I enter fully into your wish of preventing an unnecessary effusion of blood, which your speedy surrender can alone prevent; and which will entitle you to that consideration it is ever the wish of British troops to shew an enemy, whose numbers are inferior.

"My major will deliver you this letter, and I shall expect your determination by ten o'clock, whom I have furnished with an escort, that will conduct him to me without molestation.

"I am, &c.

"CAWDOR.

"To the officer commanding the
French troops."

In consequence of this reply, the enemy determined to surrender themselves prisoners of war, and accordingly laid down their arms.

On the 9th of March, Sir Harry Burrard Neale, in the St. Fiorenzo of 40 guns; and Captain John Cook, in La Nymph of 36, having been sent by Lord Bridport to reconnoitre the enemy's fleet in Brest, on their way to rejoin the admiral, discovered two French frigates standing in for the land. The wind being at this time off shore, and the French fleet in sight from their tops in Brest Road, it was necessary to make as decided and prompt an attack as possible; for this purpose

both frigates bore down on the headmost and largest of the French ships, which they attacked so warmly, that after a short resistance she struck. By this time the smaller frigate came up, and being instantly attacked in the same manner, soon also surrendered. These ships proved to be La Resistance, of 44 guns, eighteen-pounders on her main deck, commanded by M. Montagne, and manned with 345 men, ten of whom were killed; the first lieutenant and eight wounded. The other La Constance, commanded by M. Desauney, of 24 nine-pounders and 189 men, of whom eight were killed and six wounded. These ships were taken into the service; the name of La Resistance, was changed to the Fishguard, in consequence of these being two of the French squadron which landed the troops in the bay of that name, on the coast of Wales, as mentioned before. Neither the St. Fiorenzo or Nymphe had any men killed or wounded.

We are sorry we must now mention a most disgraceful circumstance that for awhile threatened to subvert that well-regulated discipline in the naval service, by which we have so long retained the sovereignty of the sea, and consequently tarnish all the brilliant glory which ever distinguished the British Trident.—In the beginning of April, Lord Bridport ordered the signal for the fleet to prepare for sea; but instead of weighing, the men of the Queen Charlotte ran up the shrouds and gave three cheers, as the signal for disaffection, which was answered in like manner by every ship in the fleet. The captains and officers, astonished at this sudden and violent act of disobedience, used every means in their power to persuade the men to return to their duty; but all their exertions were ineffectual. The next day

two delegates were appointed from each ship to represent the whole fleet; and the admiral's cabin in the Queen Charlotte was fixed upon as the place for their deliberations. On the 17th every man in the fleet was sworn to support the cause in which he had embarked. Their next procedure was the reeving ropes, *in terrorem*, at the fore-yard arm, and turning all the officers out of the fleet who had behaved in any manner to offend them.

On the 18th, a committee of the board of admiralty, consisting of Earl Spencer—Lord Arden—Rear-admiral Young—and William Marsden, Esq. Deputy Secretary, arrived at Portsmouth, who made several propositions to reduce them to obedience, but ineffectually. On the 21st Admirals Gardner, Colpoys, and Pole, went on board the Queen Charlotte in order to confer with the delegates; who assured the admirals that no arrangement would be considered as final until it should be sanctioned by the king and parliament, and guaranteed by a proclamation for a general pardon. This so disappointed and irritated Admiral Gardner, that he seized one of the delegates, by the collar, and swore he would have them all hanged, with every fifth man throughout the fleet. The crew was so exasperated at this excellent officer, that it was with difficulty he escaped from that ship with his life. The delegates from the Royal George returned to their ship, and informed the crew of what had happened, who, after some consultation, resolved on summoning all the delegates on board their ship, which was done by hoisting the red or bloody flag, which struck terror through the fleet, (as the signal was not generally understood) and particularly to the officers, who trembled for the conse-

quences, fearing that something dreadfully hostile was intended. At this moment Lord Bridport's flag was struck, with a resolution never to display it again. The fleet next proceeded to load all their guns; ordered a watch to be kept the same as at sea: and put every thing in a state of defence, keeping every officer to his respective ship. On the 22d the men were somewhat pacified, and caused two letters to be written, one to the lords of the admiralty, stating the cause of their conduct on the preceding days; and the other to Lord Bridport, in which they styled him their father and friend, and avowed no intentional offence to him.—This had so great an effect, that on the 23d the admiral went on board the Royal George, re-hoisted his flag; and, after a short but manly and energetic address to the crew, in which he told them the painful business of the last week would be the means of hurrying him shortly to his grave, he informed them that he had brought with him a redress of all their grievances, and his Majesty's pardon for the offenders.

It was now generally imagined that all disputes were finally settled, and the fleet dropped down to St. Helens; but on the 7th of May when Lord Bridport made the signal to weigh and put to sea, every ship in the fleet refused to obey. The seamen alledged as a reason for this second act of disobedience, the silence which government observed on the subject of their complaints, which led them to suspect that the promised redress of grievances was intended to be withheld; this idea was more forcibly impressed on their minds by the distribution of a number of seditious handbills among the ships; the seamen therefore resolved to hold a convention of delegates on board the London at Spithead; for this

purpose they proceeded in their boats alongside that ship. Vice-admiral Colpoys resolved to oppose, if possible, their coming on board, and cautioned them against acting as they had formerly done. He told them they had asked a great deal, and obtained much, and he would not suffer them to proceed to demand more; that they ought to be contented: and if they offered to meet in convention, he would order the marines to fire on them. The delegates however persisted: the admiral ordered the marines to level their pieces at the delegates; in this situation the admiral admonished them, but to no purpose; a slight scuffle ensued; one of the delegates (all of whom were armed) fired at Lieutenant Sims, of the marines, and wounded him. The marines were then ordered to fire by the first lieutenant of the ship; they obeyed, and five seamen were killed, two of whom were delegates. The whole crew of the London now declared open hostility to the officers and marines; they turned the guns in the fore-part of the ship towards the stern, and threatened to blow all aft into the water unless they surrendered: to this imperious menace, they were obliged reluctantly to submit. In consequence of the orders which the first lieutenant had given to fire, the seamen were proceeding to hang him; but Admiral Colpoys interfered, and told them that that officer had acted on instructions which he, Admiral Colpoys, had received from the admiralty. These instructions the seamen demanded, and obtained. They then confined Admiral Colpoys, Captain Griffiths, and the officers to their cabins, and made the marines prisoners. On the 11th the crew of the London expressed a wish that Admiral Colpoys and Captain Griffiths should go on shore, which they accordingly did, accompanied by the Rev.

Mr. Cole, the chaplain. The crews of several other ships behaved in a most riotous manner; many captains and officers, from their strict adherence to discipline were turned on shore; amongst these, were Captain Halloway, of the Duke; Captain Alexander Hood, of the Mars; Captain Thomas Wells, of the Defence; Captain George Campbell, of the Terrible; Captain Nichols, of the Marlborough; Captain John Cook, of La Nymphe; Captain William Bligh, of the Latona; with several others: they also obliged Vice-admiral Sir Alan Gardner, and three of the lieutenants, to quit the Royal Sovereign. Soon after the seamen of the Royal Sovereign, and some other ships, requested the vice admiral and their officers to return and resume their commands, which Admiral Gardner declined until they agreed to receive also the three lieutenants who had been put on shore with him. The fleet remained in this mutinous state until the 14th, when Lord Howe arrived at Portsmouth with plenary powers, to enquire into and settle the matters in dispute; he also brought with him an act of parliament which had been passed on the 9th, in compliance with the wishes of the seamen: and a proclamation of pardon for all who should immediately return to their duty. On the 15th the delegates from the several ships landed, and proceeded to the governor's house at Portsmouth; and having partaken of some refreshments, marched in procession to the Sally Port, where they embarked on board the men of war barges, accompanied by Lord and Lady Howe, some officers, and persons of distinction. Having visited the ships at St. Helen's, they proceeded to Spithead, where the crews of the ships under Sir Roger Curtis, who had just arrived from a cruize, were happily reconciled.

At seven in the evening Lord Howe landed, and the delegates carried him on their shoulders to the governor's house. Affairs being thus adjusted to the satisfaction of the sailors, the flag of disaffection was struck, and the fleet put to sea the next day to encounter the enemy.

The concessions of parliament and its acquiescence to the demands of the seamen, it was to be hoped would have restored general tranquillity throughout the navy; but towards the end of May, a mutiny still more alarming than the preceding, broke out on board the ships at the Nore and in the North Sea fleet, under a pretence of redress of other grievances, besides what related to pay and provisions. The mutineers, in imitation of what had been done at Portsmouth, chose two delegates from every ship, of whom a man of the name of Richard Parker was appointed president; besides these, there was, in each ship, a committee consisting of twelve men, who determined, not only all affairs relative to the internal management of the ship, but decided upon the merits of the respective delegates. On the 20th of May they sent a statement of their demands to Admiral Buckner, to be by him transmitted to the Admiralty; to which they peremptorily demanded compliance, as the only terms upon which they would return to obedience.

On the 22d of May, the commissioners of the admiralty replied, refusing the principal part of their demands, and promising forgiveness to them, if they should yet return to their duty. After Admiral Buckner had delivered this answer to the delegates of the fleet, they were allowed only ten minutes to consider and return an answer; in place of doing which, they took to their boats, went

into the harbour, and brought out all the gun-boats there, to the Great Nore; after they had passed the garrison of Sheerness, the gun-boats all fired at the fort, not, as they said, with an intention of doing any damage, but to shew their defiance of the fort. The determination of the delegates, in consequence of the above answer from the admiralty was, "That nothing could be settled till three of the board of admiralty came down to Sheerness." On the 23d the mutineers struck the flag of Vice-admiral Buckner on board the Sandwich, and hoisted the red flag, the symbol of mutiny in its stead. They compelled all the ships which lay near Sheerness to drop down to the Great Nore in order to concentrate the scene of their operations: amongst which was the St. Fiorenzo, which had been fitted up to carry the Princess of Wirtemberg to Germany. This ship, whose crew were not to be seduced from their duty by the mutineers, was ordered to anchor close under the stern of the Sandwich. A few days after, much to the honour of her gallant commander, Sir Harry Burrard Neale, the officers, and loyal crew, she effected her escape, and proceeded to Harwich.

On the 24th, the seamen received another letter repeating the offer of pardon, to which a peremptory refusal was sent, signed by Richard Parker, their president.

Matters had now risen to such an alarming height, that a deputation of the lords of the admiralty (composed as before) thought proper to go down to Sheerness. On the 29th their lordships held a board at Commissioner Hartwell's house; the delegates were sent for, and every conciliatory measure tried to induce the seamen to return to their duty; a declaration was read on board

of all the mutinous ships; but this, and all the expostulations of their lordships, proved ineffectual; and finding, that instead of being inclined to submission, the mutineers grew more insolent and disobedient, their lordships returned to town, first signifying to the seamen that they were to expect no concessions whatever further than what had already been made by the legislature, the benefit of which they might yet enjoy on returning to their duty.

The seamen now began to perceive their desperate situation, and proceeded to take measures which indicated a design either to secure their present situation, or to seek safety by flight: some of the most violent among them suggested the idea of carrying the ships to the enemy; but the majority revolted at so treacherous a proceeding, though even adopted to save their lives, alledging, that a redress of grievances was their primary, and should be their ultimate object. With a view of extorting compliance with their demands, they ordered the Standard, Brilliant, Inspector, and Swan, to get under weigh and moor across the Thames, in order to prevent a free passage up and down the river to the London trade. The ships of neutral nations, colliers, and a few small craft, were suffered to pass, having first received a passport, signed by Richard Parker, as president of the delegates. In order to concentrate their force, all the ships which lay near Sheerness dropped down to the Great Nore. The line of battle ships were drawn up in a line, at about half a mile distant from each other, and moored with their broadsides abreast. In the space between the line of battle ships, the merchantmen and other vessels which had been detained, were moored. As all communication was stop-

ped with the shore, the mutineers supplied themselves with water and provisions from these vessels; a party also landed on the Isle of Grain, and carried off a number of sheep and other provisions, giving in return bills drawn by the delegates on the admiralty.

The delegates ordered the ships of war to be supplied with stores out of the Grampus store-ship, which had been equipped with naval and ordnance stores for the fleet in the West Indies. Notwithstanding the enormity of their offence against the laws of discipline and the articles of war, the deportment of the seamen to their officers, with some exceptions, was respectful. The surgeon of the Montague was tarred and feathered, then rowed through the fleet, with some other officers who were obnoxious to the mutineers, and afterwards sent on shore. Two midshipmen of the Ardent were ducked, and four of the best seamen on board the Brilliant severely flogged, for speaking disrespectfully of the delegates.

On the 26th of May Admiral Duncan put to sea with his squadron excepting the Montague and Nassau, whose crews refused to get under weigh, under pretence of being in the course of payment. This sad example was followed on the 29th and 31st by the rest of the squadron, leaving with the admiral only the Venerable and Adamant. Symptoms of mutiny at one time began to appear on board the Venerable; the plot was however fortunately discovered before it came to maturity. Upon which the admiral ordered the hands to be turned up, and addressed them as follows:—"My lads, I am not in the smallest degree apprehensive of any violent measure you may have in contemplation; and though I assure you I would much rather acquire your love than

incur your fear, I will, with my own hand, put to death the first man who shall presume to display the slightest symptom of rebellious conduct." Turning round immediately to one of the mutineers, "Do you, Sir," said he, "want to take the command of this ship out of my hands?" "Yes, Sir," replied the fellow, with the greatest assurance. The admiral immediately raised his arm with an intent to plunge his sword into the mutineer's breast; the blow being prevented by the chaplain and secretary, who seized the admiral's arm, he did not attempt to make a second; but with some agitation called to the ship's company; "Let those who will stand by me and my officers pass over immediately to the starboard side of the ship, that we may see who are our friends, and who are our opponents." In an instant the whole crew, excepting six, who had been the promoters of this disturbance, ran over. These were immediately secured in irons; but some time afterwards expressing themselves truly penitent for what they had done, the admiral was induced to liberate them.

On the 6th of June, in the morning the mutineers were joined by the Ardent, Agamemnon, Leopard, Iris, and Ranger sloop, having deserted the fleet under Admiral Duncan in Yarmouth Roads.

Upon the return of the Lords of the admiralty to town, a cabinet council was immediately held, when it was determined to employ the most vigorous measures to reduce the rebels. A proclamation was issued for the suppression of the mutinous and treasonable proceedings of the crews of certain of his Majesty's ships at the Nore; at the same time offering his Majesty's pardon to all such as should immediately return to their duty. The most active measures were at the same time taken

to compel the rebellious crews so submit; the shores on both sides were lined with batteries; the forts at Tilbury, Sheerness, and Gravesend, were furnished with furnaces for red hot shot. The buoys at the Nore and along the coast were removed. The Neptune of 98 guns, commanded by Sir Erasmus Gower as commodore, manned with volunteers, raised by subscription of the merchants of London; with the Lancaster of 64, whose crew had returned to their duty, accompanied by the Agincourt, and several gunboats, were ordered to drop down the river, and proceed to attack the rebels. The firmness of the mutineers began at length to be a little shaken, and they were determined to try once more to effect a reconciliation with government through the medium of the Earl of Northesk. For this purpose the two delegates of the Monmouth were rowed on board that ship, and informed his lordship that it was the pleasure of the committee that he should immediately accompany them on board the flag ship, as they had proposals to make leading to an accommodation; his lordship complied, attended by one officer: he found the convention in the state cabin, consisting of sixty delegates, with Parker sitting at their head; who told Lord Northesk, "That the committee, with one voice, had come to a declaration of the terms on which alone, without the smallest alteration, they would give up the ships; and that they had sent for him as one who was known to be the seaman's friend, to be charged with them to the king, from whom he must pledge his honour to return on board with a clear and positive answer within fifty-four hours." When Parker had read the letter, his lordship said, that he certainly would bear it as desired; but he could not, from the unreasonable-

ness of the demands, flatter them with any expectation of success. They persisted that the whole must be complied with, or they would immediately put the fleet to sea.

Lord Northesk proceeded to London with this dispatch; and after stopping a short time at the admiralty, he attended Earl Spencer to the king. The demands of the seamen were rejected as exorbitant and unreasonable. Captain Knight, whom they had permitted to go on shore upon the promise to return, carried down the refusal of the lords of the admiralty.

All hopes of accommodation being now at an end, measures were taken by Lord Keith and Sir Charles Grey to attack the fleet from the works at Sheerness, with gun-boats &c. but fortunately on the 9th of June symptoms of disunion appeared among the mutineers, which rendered the application of force unnecessary. On that day the Repulse and Leopard made their escape, the latter up the Thames; but the Repulse unfortunately ran aground, and in that helpless situation was pursued and fired upon in a most brutal manner by the Monmouth; happily no lives were lost; Lieutenant Delanoe lost his leg, and a seaman was wounded. At night the Ardent effected her escape, and, in passing, the Monmouth fired at her, and killed or wounded several of the crew. On the 10th several of the other mutinous ships struck the red flag, and the trade was allowed to pass up the Thames. On the 12th most of the ships followed their example, and signified a desire of returning to obedience; only seven having then the flag of defiance flying.

On the 13th, the Agamemnon, the Standard, the Nassau, the Iris, and the Vestal, deserted the rebels,

and went up the Thames, or under the guns at Sheerness; the crews, however, of these vessels were far from being unanimous, as several men were killed or wounded in the struggles which took place on board them, between the partizans of the officers and those of the seamen.

The crews of all the ships now intimated an inclination to submit, provided a general pardon should be granted. The crew of the Sandwich was particularly desirous, and Parker did not oppose this spirit—a spirit greatly accelerated by the arrival on board of Lieutenant Mott, with the proclamations, acts of parliament, &c. of which the men complained that they had been kept in ignorance till that period. In the course of the evening the men resolved to submit and accept of the king's mercy, conceiving, no doubt, that it would be extended to those who had not known to what extent they had offended. In this state the crew of the Sandwich carried the ship under the guns of the fort at Sheerness the next morning: upon which Admiral Buckner sent his boat with a guard of soldiers to arrest Parker, and bring him on shore: as soon as he had heard that a boat was come alongside for him, he surrendered himself to four of the ship's crew to protect him from the outrages of the rest of the seamen, whose vengeance he feared; upon this the officers of the Sandwich delivered Parker, and a delegate by the name of Davies, who had acted as captain under him, with about thirty more of the delegates, into the hands of the soldiers; these were committed to the black hole in the garrison of Sheerness. On the first appearance of the soldiers, one of the delegates, Wallace, of the Standard, shot himself dead, and was afterwards buried in the highway.

On the 22d of June the trial of Richard Parker commenced on board the Neptune, of 98 guns, off Greenhithe; he was found guilty, sentenced to die, and suffered accordingly on board the Sandwich, on the 29th.

On the 15th of June, La Pompée of 80 guns, Capt. Vashon, one of Lord Bridport's fleet, returned to Spithead, in consequence of a most dangerous conspiracy, which was happily discovered before it was ready for execution. On the 20th, a court-martial assembled on board the Royal William at Spithead, to try six of the principal mutineers. The trial lasted till the 23d, when the charges having been proved in the clearest manner against four of them, they were sentenced to suffer death; one to be imprisoned twelve months, and the other acquitted. On the 28th two of the mutineers were executed on board the Pompée, and the two others received his Majesty's pardon. The severe punishments (even death) which were daily inflicted on several of the mutineers, did not altogether deter the crews of many of the ships of war, from manifesting at times a considerable degree of disobedience and mutiny.

The following is a List of the ships whose men were the most riotous.

Royal Sovereign—two men condemned to death.

Saturn—eleven men condemned to death.

Mars—one man condemned to death, and one confined in a solitary cell.

Marlborough.

Bedford—one man condemned to death.

Ardent—one man condemned to death, and one flogged.

Grampus—three men condemned to death, and two confined in solitary cells.

Beaulieu—eight men condemned to death, and one flogged.

Phœnix—one man condemned to death: one flogged; and two confined in solitary cells.

Calypso—six men condemned to death.

On the 27th of July, the squadron under Sir John Borlase Warren, being on a cruize off Ushant, at day-light in the morning discovered 14 sail of vessels, escorted by a frigate, corvette, and an armed brig, standing into Hodierne Bay. Upon seeing the British squadron, the enemy pushed in for the land; the corvette and armed brig escaped round the Penmarks; but the frigate not being able to get out of the bay, cut away her masts, and ran ashore. Captain White, in the Sylph, with great gallantry stood in and anchored with a spring on his cable within pistol shot of the frigate, and by a well directed and incessant fire, prevented her crew from using any means to save the ship or stores. The next day the frigate, which proved to be La Caliope, of 36 guns and 250 men, was entirely destroyed. Eight of the convoy were taken, and two burnt. These vessels were chiefly laden with naval stores, provisions, and clothing. The Sylph had six men wounded.

On the 31st of July the Artois, of 40 guns, commanded by Sir Edmund Nagle, when reconnoitering the harbour of Rochelle, ran upon a sand bank and was totally lost; the crew was saved by the Sylph.

On the 11th of August the squadron under Sir John Warren attacked several small armed vessels, which had taken shelter with their convoy under the guns of the fort at the entrance of the river Sable D'Olone, one of

two of which he sunk, and did considerable damage to the fort. The Pomone had one killed and 3 wounded, and the Sylph 2 killed and 4 wounded. Some hot shot were fired from a battery of five guns which set fire to the Sylph, but by the exertions of the officers and men of that vessel who cut them out, all ill effects were prevented. On the 27th the same squadron chased and captured five sail of an enemy's convoy off the Garonne, and drove on shore Le Petit Diable cutter, which was their convoy; she mounted 18 guns, and was manned with 100 men, some of whom perished in their attempts to get on shore.

On the 20th Captain Thomas Wolley, in the Arethusa, of 38 guns, on his passage from the West Indies, fell in with, and after an action of half an hour, captured La Gaieté French corvette of 20 guns, and 186 men, commanded by M. Guiene Enfeigne de Vasseau. A French armed brig, L'Espoir of 14 guns, was in company with La Gaieté, but kept to windward during the action; when seeing the fate of her companion, she made off. The enemy had two men killed and eight wounded. The Arethusa one seaman killed, and three wounded.

On the 31st, the Penguin brig, of 16 guns, Captain Pulling, being on a cruize off the coast of Ireland, fell in with, and after a short action, and a great deal of judicious manœuvring on his part, captured L'Oiseau French privateer of 18 guns, and 119 men; and recaptured her prize, the Express, of Dartmouth, formerly a French privateer of 42 guns. The enemy had one man killed and five wounded.

In the month of September a court-martial assembled on board the Cambridge in Hamoaze, to enquire into the cause and circumstances of the loss of his Majesty's

ship Amazon; and to try Captain Robert Carthew Reynolds, the officers and company of the said ship, for their conduct upon that occasion; "when it appeared, that his Majesty's ship Amazon was lost after a well disputed action with a French ship of 74 guns, Les Droites des Hommes, in Audierne bay; the Amazon having suffered materially in her masts and rigging, and being far in shore at the close of the engagement. And the court is of opinion, that too much praise cannot be awarded to the captain, officers and crew, of the Amazon; by which, in conjunction with the Indefatigable, a ship of the enemy's line was destroyed: and the court do consider the loss of the Amazon to be the result of a noble pursuit of an enemy on her own coast; and, with respect to it, do consequently acquit Captain Reynolds, his officers and crew, with every sentiment of its highest approbation. And Captain Reynolds, his officers and crew, are hereby most honourably and fully acquitted accordingly."

Admiral Duncan had blocked up the Texel during the whole summer, where the Dutch had a considerable fleet ready for sea, under the command of Admiral de Winter. Early in October the British fleet being in want of some necessary repairs, put into Yarmouth Roads; in the mean time Admiral Duncan left a small squadron of observation off the Texel, under the command of Captain Trollop, consisting of the following ships; Russel, 74 guns, Captain Henry Trollop; Isis, 50 ditto, Captain William Mitchel; Beaulieu, 40 ditto, Captain Francis Fayerman: Circe, 28 ditto, Captain P. Halket; and Martin 16 ditto, Hon. C. Paget. The Dutch availed themselves of this favourable opportunity to put to sea; which was intimated to Admiral Duncan on the

morning of the 9th of October, by a signal from a vessel at the back of Yarmouth Sands. The whole of the British fleet immediately got under weigh with the greatest alacrity, and were out of sight in the afternoon. At nine in the morning of the 11th the admiral got sight of Captain Trollop's squadron, with signals flying for an enemy to leeward. Admiral Duncan immediately bore up, and made the signal for a general chace, and in less than an hour came within sight of the enemy, forming in a line on the larboard tack to receive him. As he approached the enemy, he made the signal for the fleet to shorten sail and form in close order. Soon after he saw the land between Camperdown and Egmont, about nine miles to leeward of the enemy; and finding there was no time to be lost in making the attack, at half past eleven he made the signal to bear up, break the enemy's line, and engage them to leeward, each ship her opponent; and by these means he got between them and the land, whither they were fast approaching. Admiral Duncan's signals were obeyed with great promptitude. Vice-admiral Onslow, in the Monarch, bore down in a most gallant manner on the enemy's rear, and was followed by his whole division. About half past twelve he broke through the enemy's line, passed under the Dutch Vice-admiral's stern, and engaged him to leeward. Admiral Duncan intending to engage the Dutch commander-in-chief, was prevented by the States General, of 76 guns, bearing a blue flag at the mizen, shooting close up with him; the admiral therefore run under his stern, engaged him close, and soon forced him to quit the line. The Venerable then fell alongside of the Dutch admiral, who was for some time well supported, and kept up a very heavy fire. At one o'clock

the action was pretty general, except by two or three van ships of the enemy's line, which got off without the smallest apparent injury, and entered the Texel the following day. The action continued with unabating fury for near two hours and a half, when all the masts of the Dutch admiral's ship went by the board; she was, however, defended for some time after in a most gallant manner; at length finding all further resistance vain, struck her colours to the Venerable. Admiral de Winter himself being, it is said, the only man left on the quarter deck who was not either killed or wounded. About the same time the Dutch vice-admiral appeared dismasted, and surrendered to Vice-admiral Onslow. Several others of the Dutch had likewise struck; but the admiral finding himself in only nine fathoms water, and but five miles from the land, had his attention so much occupied in getting the heads of the crippled ships off shore, that he was not able to distinguish the number which were captured; and the wind blowing constantly on the land, the British ships were unavoidably dispersed. Some of the vessels which had struck, took advantage of the night to escape; and two or three of them were seen going into the Texel the following morning. The ships, however, which were secured, were seven sail of the line, two of 56 guns, and two large frigates, the Delft, of 56 guns, foundered; one of the frigates was also lost; the other was driven on the coast of Holland, and retaken.

A more desperate action than this is not recorded in the naval history of Britain since the famous Dutch wars. The Venerable had 15 killed and 62 wounded —The Monarch, 36 killed and 100 wounded—The Bedford, 30 killed and 41 wounded—The Powerful,

10 killed and 78 wounded—The Isis, 2 killed and 21 wounded — The Ardent, 41 killed and 107 wounded—The Belliqueux, 25 killed and 78 wounded —The Lancaster, 3 killed and 18 wounded—And the Triumph, 29 killed and 55 wounded. Total killed 191 —Total wounded 500. The Agincourt had none killed or wounded. The only officer of note killed was Captain Burgess, of the Ardent, who led his ship into action in the most gallant manner, and fell most nobly supporting his brave admiral, one of whose seconds he was.

The following is an extract of a letter from an officer on board this vessel giving further particulars of this memorable action—

"On Tuesday noon we were close in with the Texel, and saw plainly that the Dutch fleet were at sea. We then stood along their shore, and on Wednesday morning, a little after daylight, we fell in with Captain Trollop, in the Russel, of 74 guns, and Adamant of 50 guns, with the Circe and Beaulieu frigates. Captain Trollop spoke to Admiral Duncan, and informed him that he had kept company with the Dutch fleet for two days and that we were then only a few miles from them.

"The admiral made the signal for the fleet to prepare for battle; of course there was not a moment to be lost. —All the bulk-heads were knocked down and thrown overboard, as well as the cabins, chairs, and, in short, every thing that might be in the way of working the guns, or occasion splinters.

"The admiral soon after made the signal for a general chace to come up with the enemy. At ten o'clock we descried them, drawn up in two lines; three admiral's flags flying, and all of them lying with their top-sails to

their masts, waiting for us to come up with them, as they vainly thought they would gain a complete victory over us. At half past eleven the admiral made the signal to close with the enemy; upon which Vice-admiral Onslow came into close action with one of the Dutch admiral's ships. At twelve our fleet was closely engaged with the enemy. The roaring of cannon was tremendous, and lasted, without an interval, for two hours and a quarter, when we had the pleasure to see one of the Dutch ships with her poop all in a blaze, and one of their admiral's ships totally dismasted. In about ten minutes after several of them struck their colours to us, the remainder making off as fast as they could, we were then within six miles of the shore, the wind blowing fresh right on the land.—If we had not been so close to the enemy's coast, I make no doubt whatever but we should have brought the whole of them to England.

" Our loss is very great, having 148 killed and wounded on board of us.—Among the former was our brave Captain Burgess, who was killed the ninth shot, and our master, Dunn; fortunately they have no families to lament their loss. Among the wounded are two lieutenants of the ship, Rose and Sibrell; the former is much wounded in the left shoulder, the latter rather slightly in the leg. Captain Cuthbert of the marines, received a flesh wound in the thigh, from a splinter. I am much afraid that a great part of our wounded will die, as they are in general dreadfully mangled.

" One of the men's wives assisted in firing the gun where her husband was quartered, though frequently requested to go down below, but she would not be prevailed upon to do so, till, unfortunately, a shot carried away one of her legs, and wounded the other.

" As to the damage done to the ship, a description of it would fill sheets of paper.-- All our masts were so badly wounded, that we could not set a sail on any of them, and we were towed into this port by the Bedford. It is indeed a wonder, from the number of shot holes in her sides, that we had not many more men killed."

The carnage on board of the Dutch ships must have been dreadful, if we are to judge from the destruction made on board the two which bore the admirals flags, each having not less than 250 killed and wounded. The Dutch vice admiral Reintjies was severely wounded, of which he died soon after he came to England.

The wind continuing to blow strong, and in general on the enemy's coast, it was with some difficulty that Admiral Duncan could keep off the land, and get over to the British coast; many of his own ships, particularly the Venerable and Monarch, as well as the prizes, being in so bad a condition. The gallant admiral, however, arrived at the Nore on the 16th of October, with the trophies of his glorious victory; and the next day his Majesty was graciously pleased to create Admiral Duncan a Baron and Viscount of Great Britain, by the titles of Baron Duncan of Lundie, and Viscount Duncan of Camperdown. At the same time Vice-admiral Onslow was made a baronet; gold medals were struck to commemorate the victory, and presented to the admirals and captains, to be worn in the same manner as those given on Earl Howe's victory. The Thanks of both houses of parliament were voted to the fleet. The city of London presented Admiral Duncan with its freedom, and a sword of 200 guineas value: and to Vice-admiral Onslow the freedom and a sword of 100 guineas value.

The following is Admiral de Winter's Account of this Action.

"With the deepest impressure of grief I inform you, that yesterday morning, October 11, we discovered the English fleet; I immediately formed into a line of battle on the starboard tack, and did every thing in my power to keep the ships as close together as possible; but my orders for this purpose could not be completely obeyed, on account of the unsteadiness of the wind, the high sea, and the bad sailing of some of the vessels. At eleven o'clock the enemy attacked the rear of the line, which they broke through with great resolution. This I saw with some pleasure, because I always entertained hopes that the rest of the fleet would close up, and therefore I made the signal to the headmost ships to slacken sail: this, however, was of no avail; we came into action successively in an irregular manner: my ship was engaged at one time with two, and afterwards with three: the Hercules, which was the second in the line from me, took fire and drove towards me, by which means I was obliged to shift my station, and approach a fourth English, being that of the admiral. All my running rigging was now torn to pieces; and while I was endeavouring to make a signal for some of the ships to come to my assistance, the flag line was shot from my hand. In the mean while the Waassenaar, by the captain being wounded early, and the loss of a great many people, was obliged to strike; as did also the Haarlem, the De Vries, the Delft, and the Jupiter, whose main-mast went by the board: this I was in some measure prevented from seeing, by the thickness of the smoke, and the closeness with which I was engaged.

Every thing being at length shot away, and having lost a considerable number of men, I nevertheless endeavoured to force my way through the five English ships, with a view of making for port, or of giving an opportunity to some of the fleet not yet disabled, to afford me assistance: but my attempt was not successful. At two o'clock all my three masts went overboard, but I still continued to defend the wreck for half an hour; when, having no further hope, seeing the rest of the ships at a distance, and finding that my flag was shot away, I ordered the people, one half of whom I had already lost, to stop firing; and at three o'clock an English frigate approached me, the captain of which came on board and carried me to Admiral Duncan. The Gelykheid lay to the windward of me; I saw also that she made no longer any resistance, and had ceased firing; her running rigging was all in pieces; but why she struck I know as little as I do of the Admiral de Vries, the Delft, and the Haarlem. The Hercules lost her mizen-mast, and took fire, which brought her, as well as me, into the midst of the English fleet, and she has also been captured. With the behaviour of my officers and crew I am perfectly satisfied: I recommend them to you, as men who defended themselves to the last, and continued faithful to their admiral. Both sides fought with fury, and many men have fallen: the English also have sustained great loss. They had returned to Yarmouth with nine sail of the line, in order to refit. On Saturday evening they received intelligence that we were at sea; on Monday they again sailed, having revictualled in twenty-four hours, and having received eight other ships from Portsmouth and the Downs, in the room of the eight which were under repair. They

had altogether sixteen sail of the line; among which there was only one 50, the greater part of the rest being of 74 guns. Behold then the most unfortunate day of my life: every exertion that depended on manœuvre, or personal courage, was made by myself, and many others, but in vain. Our enemies respect us on account of the obstinacy of our defence. No action can have been so bloody, for it was fatal to us. I shall have the honour of sending you a more accurate and minute account, as soon as I find an opportunity. I at present take advantage of a permission from the English admiral to give you this short notice, and to call your care and attention to a number of prisoners, whose bravery and courage deserved a better fate, and particulary to the crew of the Vryheid. I recommend to you the poor widows and orphans, and the wife and children of my worthy Captain Van Rossum, whose thigh was shot off at half past two: he is still alive; but there are little hopes of his recovery. Two cadets, one of which is my nephew, have each lost their left leg: the rest of my officers are well. Cranenburg, the lieutenant of marines, only is dead. Of the state of the other ships I can give no account, nor do I know what loss they have sustained; the English do not know themselves. I am informed, however, that Vice-admiral Reintjies has been wounded also, and that he is on board Admiral Onslow. Meurer is well; but Captain Holland, of the Waassenaar was mortally wounded in the beginning of the action, and lost a great many men."

Some time after Admiral de Winter sent a detailed account of the action to the Batavian Government wherein he relates minutely the situation of his fleet, with the various manœuvres performed before and du-

ring the action, and concludes in the following manner:

"Thus the battle of the 11th of October, 1797, was ended by the ceasing of the fire from the Batavian ship Vryheid, which to the last nobly contended to preserve what she so honourably lost, the Batavian colours. The bad success of this engagement is to be attributed to the following causes:

"1st. The English force, although equal in number, exceeded that of the Batavians as to ships of the line.

"2dly. The English ships having been together at sea during the space of nineteen weeks, the particular capacity of all the ships was known to them, with relation to each other, which, it must be allowed, is of the utmost importance and advantage in nautical manœuvres. This was not the case with the Dutch.

"3dly. The advantage of the attack; and

"4thly. The early retreat of six Batavian ships from the action; and among those that remained were four very indifferent sailers, to which may be principally attributed the breaking of the line. Add to this, that having lost the advantage of the attack, and being partly forsaken, it becomes a matter of less surprize that the victory turned out so decisively in favour of the the English. Upon the whole, without magnifying Batavian courage beyond what was exemplified in this memorable engagement, and admitting that casual circumstances had been equally favourable to them as to the English, and Admiral de Winter's signals been obeyed and executed with the same promptitude as Admiral Duncan's were, it is no improbable conjecture, that some of the British fleet would at this time been moored in the Texel, as a memento of Batavian prow-

ess, and a monument to the memory of the 11th of October, 1797."

On the 15th of December, Captain Charles Cunningham in the Clyde, having taken La Dorade, French privateer of 12 guns and 93 men, entrusted her to the care of his master; who, as Captain Cunningham imagines, being emulous to outsail the Clyde, carried too great a press of sail, by which she was upset, and all on board perished.

On the 21st, Captain Robert Barlow, in the Phœbe of 36 guns, being on a cruize to the westward, discovered one of the enemy's frigates, to which he immediately gave chase; but the difference in point of sailing between the two ships being inconsiderable, the chace damaged the mast, sails, and rigging of the Phœbe very much with her stern chace guns; and at the moment when Captain Barlow was nearly in a situation to commence the attack, the enemy put in stays; at this time the Phœbe being under a crowd of sail and the night extremely dark, prevented her captain from discovering the enemy's disposition for tacking, a few minutes necessarily elapsed before he could tack to follow her, and in passing, the frigates exchanged broadsides. At ten o'clock at night, he got fairly alongside of the enemy, when after a smart action, which lasted three quarters of an hour, she struck, and proved to be La Nereide, commanded by Captain Canon, of 36 guns and 330 men, 20 of whom were killed, and 55 wounded. The Phœbe had 3 men killed, and 10 wounded. The Nereide was added to the navy.

On the 29th, the Phaeton and Anson, commanded by Captains Stopford and Durham, being on a cruize in the bay, fell in with and captured, after exchanging

a few shot, La Daphne French frigate of 30 guns, and 276 men, formerly in his Majesty's service: she had on board several passengers, and two civil commissioners charged with dispatches from the French government to the island of Guadaloupe.

We shall now take a review of our naval successes this year in the Mediterranean and coast of Portugal. The fleet under the command of Admiral Sir John Jervis, was reduced to a squadron of only ten sail of the line, exclusive of frigates, &c. with these the admiral cruized off the coast of Spain, in hopes of falling in with the Spanish fleet, which was daily expected from the Mediterranean. On the 6th of February the Admiral was joined by Rear-admiral William Parker, from England, with five sail of the line. Although this was some accession of strength, it was by no means equal in number to the fleet he had to encounter. Sir John Jervis relied on the superior discipline and gallantry of the officers and men in the fleet he commanded, to counterbalance the disparity in point of force. On the 11th at night, Commodore Nelson, in La Minerve frigate, on his return from Porto Ferrajo (having on board Sir Gilbert Elliot, late Viceroy of Corsica, Lieutenant-colonel Drinkwater, and others of his suite) fell in with and was chased by the Spanish fleet off the mouth of the Straits: he fortunately effected his escape, and joined Sir John Jervis on the 13th; on which day he shifted his broad pendant to the Captain of 74 guns. Captain Foote of the Niger, also kept company with the Spanish fleet, for several days previous to the 13th. On that night they approached so near to the British fleet, that their signal guns were distinctly heard. The admiral, therefore, made the signal for the fleet to pre-

pare for battle; and at day-break on the 14th, they were formed in the most compact order of sailing, in two lines. The morning was dark and hazy; at half past six the Culloden made the signal for five sail in the south-west quarter: at eight o'clock the squadron was ordered to form in close order, and in a few minutes after, the signal was repeated to prepare for battle.

At forty minutes past ten, La Bonne Citoyenne made the signal that the ships seen were of the line, twenty-five in number, and in about half an hour after, the enemy's fleet was visible to all the squadron.

The ships first discovered by the Culloden, were at this period separated from their main body, which was bearing down in some confusion to join the separated ships. It appeared to be Sir John Jervis's intention at the first, to cut off these five ships from the enemy's fleet, before the main body could arrive to their assistance; with this view, the fast sailing ships were ordered to chase, but observing the near position of the main body, the admiral afterwards, formed the fleet into a line of battle a-head as most convenient, of which we shall hereafter take notice.

At about 20 minutes past eleven, the admiral communicated his intention to pass through the enemy's line, and immediately after, the signal was made to engage; in about ten minutes the Culloden, commanded by Captain Trowbridge, began to fire at the enemy's headmost ships to windward; as the squadron advanced, the action became more general: and it was soon apparent that the admiral had accomplished his design of passing through the enemy's line. The regular and animated fire of the British squadron was but feebly returned by the enemy's ships to windward, which were

also completely prevented from joining their companions to leeward, and obliged to haul their wind on the larboard tack. Thus, a part of the Spanish fleet was effectually cut off from the main body, and they were reduced to the necessity of also forming on the larboard tack, seemingly with the intention of passing through, or to the leeward of the British line; but they met with such a warm reception from the centre of the British, that they were obliged to tack and did not appear again in the action till the close of the day. Admiral Jervis having thus fortunately obtained his first object, now directed his whole attention to the main body of the enemy's fleet to windward, which was reduced at this time by the separation of the ships to leeward, to eighteen sail of the line. A little after 12 o'clock the signal was made for the British fleet to tack in succession, and soon after the signal for again passing the enemy's line; while the Spanish admiral's design appeared to be, to join the ships to leeward, by wearing round the rear of the British line. The intention of the enemy was, however, soon perceived by Commodore Nelson, whose station in the rear afforded him an opportunity of observing this manœuvre. In order to frustrate the design, he had no sooner passed the Spanish rear, than he wore and stood on the other tack towards the enemy. In executing this bold and decisive manœuvre, the commodore found himself alongside of the Spanish admiral, in the Santissima Trinidad, of 136 guns. Notwithstanding this immense disparity, the gallant officer did not shrink from the contest, though the Spaniard was ably supported by her two seconds, a-head and a-stern, each of which was a three-decker. While he sustained, however, this unequal conflict, his friends

were eagerly pressing to his assistance; the enemy's attention was, therefore, soon directed to the Culloden, Captain Trowbridge, and the Blenheim, Captain Frederick; the able support afforded to Commodore Nelson by these vessels, and the fast approach of Rear-admiral Parker, with the Prince George, Orion, Irresistible, and Diadem, determined the Spanish admiral to relinquish his design of rejoining his ships to leeward, and to make the signal for his main body to haul their wind and make sail on the larboard tack.

The advantage was now evidently on the side of the British; and while the advanced division warmly pressed the centre and rear of the enemy, the admiral meditated with his division a co-operation, which must effectually compel some of them to surrender. In the confusion of their retreat, several of the Spanish ships had doubled on each other. It was, therefore, Admiral Jervis's plan to reach the weathermost of those ships, then to bear up and rake them all in succession, with the seven ships composing his division. The casual position of the rear ships in his own division, however, prevented his executing this design. He therefore ordered the Excellent, Captain Collingwood, to bear up, while he passed to leeward of the rear-most ships of the enemy. Captain Collingwood, in obedience to the admiral's orders, passed the two rear-most ships of the enemy, and gave one of them, the St. Isidore, so effectual a broadside, that having been much injured before, she was obliged to submit. The Excellent then passed on to the relief of Commodore Nelson in the Captain, who was closely engaged with a Spanish three-decker, bearing the flag of an admiral; but before Captain Collingwood could arrive, the Spaniard's mizen-mast

fell overboard, and she got entangled with her second, the St. Nicholas, a ship of 84 guns. In this state, the Commodore resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand: the boarders were directed to be ready, and orders given to lay his ship on board the enemy.

Ralph Willet Miller, the commodore's captain, so judiciously directed the course of his ship, that he laid her aboard the starboard quarter of the Spanish 84: her spritsail yard passing over the enemy's poop, and hooking in her mizen shrouds: when, the word to board being given, the officers and seamen, destined for this perilous duty, headed by Lieutenant Berry, together with the detachment of the 69th regiment, commanded by Lieutenant Pearson, then doing duty as marines on board the Captain, passed with rapidity on board the enemy's ship; and in a short time the St. Nicholas was in possession of her intrepid assailants. The commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous, and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprize: he, therefore, as if by magic impulse, accompanied the party in this attack; passing from the fore chains of his own ship, into the enemy's quarter gallery, and thence through the cabin to the quarter-deck; where he arrived in time to receive the sword of the dying commander, who had been mortally wounded by the boarders.

He had not been long employed in taking the necessary measures to secure his hard-earned conquest, when he found himself engaged in a more arduous task. The

stern of the three-decker, his former opponent, was placed directly amidships of the weather-beam of the prize San Nicholas; and from her poop and galleries, the enemy sorely annoyed with musketry the British, who had boarded the San Nicholas. The commodore was not long resolving on the conduct to be adopted upon this momentous occasion; the two alternatives that presented themselves to his unshaken mind, were to quit the prize, or instantly board the three-decker. Confident in the bravery of his seamen, he determined on the latter. Directing, therefore, an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted commodore, headed himself the assailants in this new attack, exclaiming. Westminster Abbey! or Glorious Victory! Success in a few minutes, with little loss, crowned the enterprize. Such, indeed, was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the commandant advanced, and asking for the British commanding officer, dropped on one knee, and presented his sword; apologizing at the same time, for the Spanish admiral's not appearing, as he was dangerously wounded. For a moment, Commodore Nelson could scarcely persuade himself of this second instance of good fortune: he, therefore, ordered the Spanish commandant, who had the rank of brigadier, to assemble the officers on the quarter-deck, and direct means to be taken instantly for communicating to the crew, the surrender of the ship. All the officers immediately appeared; and Commodore Nelson had the surrender of the San Josef duly confirmed, by each of them delivering his sword; upon the commodore's return on board the Captain, he made the sig-

nal for boats to assist in disentangling her from the prizes; and as she was rendered incapable of further service until refitted, he hoisted his pendant for the moment on board La Minerve frigate: and in the evening shifted it to the Irresistible, where it remained until the Captain was ready to receive it again.

Admiral Jervis in the interim ordered the Victory to be placed on the lee quarter of the rear-most ship of the enemy the Salvador del Mundo; and threw in so effectual a discharge, that the Spanish commander seeing the Barfleur bearing down to second the Victory, thought proper to strike.

The van of the British ships continued to press hard on the Santissima Trinidad, and the other which composed the rear of the flying fleet. The career of victory was however stopped by circumstances not in the power of the English admiral to control. The ships, which in the morning had been separated from the main body of the Spanish fleet, and therefore unengaged in the contest, having at length formed a junction with their van, bore down and shewed a disposition to renew the action. These circumstances, therefore, with the lateness of the hour, and the necessity of securing the prizes, determined Sir John Jervis to bring to. A little after four in the afternoon the signal was made to this effect, and a strong line was formed for the protection of the prizes and disabled ships. As the enemy's ships approached, they opened a fire on the covering ships; but though superior in number, and fresh for action, they contented themselves with a few irregular broadsides, and left the conquerors to sail off triumphantly with their prizes.

We shall now present our readers with a list of the British and Spanish lines of battle, as formed, with the number of the killed and wounded:

BRITISH LINE OF BATTLE.

Ships.	*Guns.*	*Commanders*	*Killed.*	*Wd.*
Culloden	74	Captain Tho. Troubridge	10	47
Blenheim	90	——— Tho. L. Frederick	12	49
Prince George	98	Wm. Parker, Esq. Rear-admiral of the Red Capt. J. Irwin	8	7
Orion	74	——— Sir J. Saumarez	0	9
Colossus	74	——— George Murray	0	5
Irresistible	74	——— George Martin	5	14
Victory	100	Sir John Jervis, K. B. Admiral of the Blue, Commander in Chief 1st Captain, R. Calder 2d Captain, Geo. Grey	1	5
Egmont	74	Capt. John Sutton	0	0
Goliah	74	—— Sir C. Knowles, Bt.	0	8
Britannia	100	C. Thomson, Esq. Vice-admiral of the Blue Capt. Thomas Foley	0	1
Barfleur	98	Hon. Wm. Waldegrave, Vice-adm. of the Blue Captain J. R. Dacres	0	7
Captain	74	Horatio Nelson, Esq. Commodore Capt. R. W. Miller	24	56
		Carried over	60	208

Ships.	*Guns.*	*Commanders.*	*Killed.*	*Wd.*
		Brought over	60	208
Namur	90	—— J. H. Whitshed	2	7
Diadem	64	—— G. H. Towry	0	2
Excellent	74	—— C. Collingwood	11	12
		Total	73	229

FRIGATES.

Ships.	*Guns.*	*Commanders.*
La Minerve	38	Captain George Cockburn
Southampton	32	——— James Macnamara
Lively	32	——— Lord Garlies
Niger	32	——— Edward J. Foote
Bonne Citoyenne	20	——— Charles Lindsay
Raven, brig	18	——— William Prowse
Fox, cutter	10	Lieutenant Gibson

SPANISH LINE OF BATTLE.

VAN SQUADRON.

Ships.	*Guns.*	*Ships.*	*Guns.*
1 Bahama	74	6 San Domingo	74
2 Pelayo	74	7 Conquestadore	74
3 San Pablo	74	8 San Juan Nepomu-	
4 Neptuno	74	ceno	74
5 Conception	112	9 San Jenaro	74

FRIGATES.

Brigada	34	Peala	34
Casilda	34	Mercadas	34

CENTRE SQUADRON.

Ships.	*Guns.*	*Ships.*	*Guns.*
10 Manecano	112	15 San Nicolas (taken)	80
11 Terrible	74	16 San Ysidro (do.)	74
12 Oriente	74	17 Salvador del Mundo (taken)	112
13 Soberano	74	18 San Ildefonso	74
14 Santissima Trinidad	130		

FRIGATES.

Pay	34	Santa Teresa	34
Dorotea	34	Vigilante, brig	12
Guadaloupe	34		

REAR SQUADRON.

19 Conde de Regla	112	23 San Antonio	74
20 San Firmin	74	24 Glorioso	74
21 Firme	74	25 Atlante	74
22 Principe de Asturias	112	26 San Francisco de Paula	74
		27 San Josef (taken)	112

FRIGATES.

Matilda	34	Atocha	34
Diana	34	Ceres	34

A List of the killed and wounded on board of the Spanish Ships which were taken.

Ships.		*Kd.*	*Wd.*
San Ysidro	Officers	4	8
	Seamen and Soldiers	25	55
San Nicolas	Officers	4	8
	Seamen and Soldiers	140	51

Ships.		*Kd.*	*Wd.*
Salvador del Mundo	Officers -	5	3
	Seamen and Soldiers	37	121
San Josef	Officers -	2	5
	Seamen and Soldiers	44	91
		261	342

Among the killed was the General Don Fransisco Xavier Winthuyren, Chef-d'Escadre. The loss sustained by the Spanish ships which escaped, must also have been considerable.

The day after this glorious and ever memorable action, while the British ships were close under Cape St. Vincent much dispersed, refitting and getting the prizes in a condition to carry sail, twenty-two sail of the Spanish fleet hove in sight and bore down in a regular line of battle, as if determined to engage the British, and endeavour to rescue their unfortunate companions; they however thought it most safe to haul off, and a few days afterwards retired into Cadiz.

On the 16th of January Sir John Jervis was forced to put into Lagos Bay, to secure the prizes, and repair the damages the squadron had sustained. A few days it experienced the tail of a gale of wind; which, if it had blown home, might have proved fatal to many of those brave men; as from the badness of the ground, several of the ships, if not the whole squadron, would have been forced ashore. On the 23d the squadron sailed from Lagos Bay, and arrived on the 28th with the prizes at Lisbon. Captain Robert Calder, first captain to the admiral, was sent home with the news of this important victory; and for which he was created a baro-

net. The thanks of both houses of parliament were voted to the admirals, captains, officers, and crews of the squadron; and his Majesty was graciously pleased to create Sir John Jervis a peer of Great Britain, by the titles of Baron Jervis of Meaford, and Earl of St. Vincent. A pension of 3000l. a year was also bestowed on him by the unanimous vote of parliament.

On the 13th of April Lieutenant Pengelly, in the Viper cutter of 14 guns and 60 men, on his return from Algiers to Gibraltar, fell in with, and after a smart action captured the Piteous Virgin Mary Spanish privateer, of 10 guns, 8 swivels, and 42 men, one of whom was killed, and seven wounded. The Viper had none killed or wounded.

On the 26th, Captain George Martin, in the Irresistible, in company with the Emerald frigate, attacked two Spanish frigates which had anchored in Canil Bay, near Trafalgar, and obliged them to surrender; they proved to be the Elonar and Nimfa, of 26 guns, and 320 men each. The former, after she had struck, cut her cable, and ran ashore; Captain Martin, however, got her off, but so materially damaged, that she could not be kept afloat, and was consequently destroyed. These frigates were from the Havannah, bound for Cadiz. It was supposed they had 18 men killed and 30 wounded. The Irresistible had one man killed, and one wounded.

On the 28th of May Captain Benjamin Hallowell, in the Lively, of 32 guns; and La Minerve, of 38, Captain George Cockburne, standing into the bay of Santa Cruz, in the island of Teneriffe, discovered an armed brig at anchor in the road, which on their nearer approach hoisted French colours. The two commanders

having agreed in opinion that she should be taken out, Captain Hallowell for this purpose ordered the boats of the two frigates under the command of Lieutenant Hardy, of La Minerve, he being the senior officer, to proceed the next day on this desperate enterprize. At about half past two in the afternoon, Mr. Hardy made a most resolute attack, in which he was gallantly supported by the officers in the other boats; and in defiance of a smart fire of musketry from the brig, boarded and carried her almost immediately. This gave an alarm to the town, from whence a heavy fire of artillery and musketry was opened; and also from a large ship lying in the road, which continued without intermission for near an hour; by which time they had succeeded in towing the brig out of reach of the batteries, to which, for want of wind, they were for some time much exposed. She proved to be La Mutine French corvette of 12 six-pounders, two thirty-six-pound carronades, and manned with 130 men, commanded by Citizen Xavier Paumier, captaine de frigate, who was on shore at the time she was cut out. Four men were wounded in the Lively's boats, and Lieutenant Hardy, with 10 men in La Minerve's. Earl St. Vincent rewarded Lieutenant Hardy for his gallantry with the command of La Mutine, which appointment was afterwards confirmed by the admiralty. The other officers who greatly distinguished themselves in this service were, Lieutenants Bland, Hopkins, and Bushby, and Lieutenant Bulkely, of the marines, of the Lively; Lieutenants Gage and Masing of La Minerve's.

The damages which the fleet had sustained in the late engagement, having been repaired, Earl St. Vincent sailed from Lisbon, and proceeded off Cadiz, where

he anchored the fleet in such a situation as to completely blockade the port.

On the 3d of July, in the night, Rear-admiral Sir Horatio Nelson, who commanded the advanced squadron, proceeded with the Thunder bomb, covered by the armed launches and barges of the fleet, to bombard the town of Cadiz. The Thunder was placed with great judgment within 2500 yards of the garrison, and began to throw shells with great precision, under the directions of Lieutenant Boyne, of the artillery; but unfortunately the large mortar was soon found so materially injured from its former services, that the rear admiral was obliged to order her to retire under the protection of the Goliah, Terpsichore, and Fox. The Spaniards dispatched a great number of mortar gun-boats, and large armed launches, to attempt to cut off and carry the Thunder; but Rear-admiral Nelson attacked them with such determined bravery, that they fled in the greatest disorder and consternation, under the walls of the garrison. The commandant of this flotilla, Don Miguel Tyrason, laid his boat alongside the barge in which was the admiral; when, after a severe conflict, the Spaniard was obliged to surrender with the loss of 18 out of 26 men killed, himself and all the rest wounded. The loss sustained by the English in this attack was as follows; Theseus, 5 wounded; among whom was John Sykes, admiral's coxwain, severely, defending the person of the admiral. Irresistible, 1 wounded. Seahorse, 1 wounded; viz. Captain Freemantle. Ville de Paris, 5 wounded. Prince George, 1 killed, 5 wounded. Diadem, 1 wounded. Barfleur, 1 wounded; and Egmont, 1 wounded. Total, 1 killed and 20 wounded.

On the night of the 5th, Rear-admiral Nelson ordered a second bombardment of Cadiz, under the direction of Captain Bowen, of the Terpsichore; Captain Miller, of the Theseus; and Captain Waller of the Emerald. The Thunder, Strombolo, and Terror bombs, were most judiciously placed by Mr. Jackson, master of the Ville de Paris, and threw shells with considerable effect into the town and among the shipping. The next morning ten sail of the line, two of them bearing the flags of Admirals Mazaredo and Gravina, warped with great precipitation out of the range of the shells. This service was effected with inconsiderable loss to the British; three seamen were killed, five officers, and 11 seamen and marines were wounded.

On the night of the 8th, Rear-admiral Nelson meditated another operation under his own direction; but the wind blew so strong down the bay, he could not get the bomb-vessels up to the point of attack in time.

Admiral St. Vincent, from a variety of intelligence which he had received, was led to believe the town of Santa Cruz, in the island of Teneriffe, was an assailable object. On the 15th of July he therefore dispatched Rear-admiral Nelson with a squadron of ships of war, to make an attack upon that place. On the 25th, at half past five o'clock in the evening, the squadron anchored a few miles to the northward of Santa Cruz. The Rear-admiral finding it impossible for the ships to approach sufficiently near the town to cannonade it with any effect, ordered a body of 1000 seamen and marines to be landed from the different ships, under the command of Captains Trowbridge, Hood, Thompson, Miller and Waller. At eleven o'clock the men were all in the boats, and rowed towards the shore in six divi-

sions. The Captains Freemantle and Bowen accompanied the rear admiral to regulate the attack. At half past one in the morning the boats had approached the Mole head within half gun-shot undiscovered: when the alarm bells rang, and a tremendous fire was opened from one end of the town to the other. The Fox cutter, in which were on board about 180 men, received a shot under water on her approaching the town, and instantly sunk; Lieutenant Gibson, her commander, and 96 men perished. The same melancholy fate befel the boat in which were Captain Bowen and his first lieutenant, who were saved; but the first of these brave officers was killed shortly after while spiking the guns at the Mole. The night being extremely dark, the boats were unable to keep together; the Rear-admiral, Captains Thompson and Freemantle, with four or five boats, landed at the Mole, which they stormed and carried, although defended by 400 or 500 men, and six 24-pounders, which they spiked. But such a heavy fire of musketry and grape-shot was kept up from the citadel, and houses at the Mole-head, that it was impossible for them to advance; and the whole party was almost to a man either killed or wounded; among the latter were the rear admiral, who lost his right arm; and Captains Thompson and Freemantle slightly. In the mean while Captains Trowbridge, Hood, Miller, and Waller, landed with many of the boats a little to the southward of the citadel, passing through a violent surf, which stove the boats and wetted all the ammunition. Notwithstanding these difficulties, they pushed over the line wall, and took possession of the town. Their force consisted of 80 marines, as many pike-men, and 180 small armed seamen. Having formed in the great

square of the town, Captain Trowbridge determined to storm the citadel: but on his approach, he found it was too strong to render such an attempt practicable. Some prisoners who were taken, informed him that there were 3000 Spaniards in arms; and 100 French with five field pieces, assembled at the entrance of the town. Seeing the impossibility of getting any assistance from the ships, at seven o'clock Captain Trowbridge dispatched Captain Hood with a message to the governor, to say, that if he should be allowed freely and without the least molestation to embark his people at the Mole-head, in such of the ships' boats as were not stove; and that the governor should provide others to carry off the remainder, the squadron now before the town would not molest it. The governor told Captain Hood, that he thought in their situation they ought to surrender prisoners of war; to which he replied, that Captain Trowbridge directed him to say, that if the terms he had offered were not accepted in five minutes, he would set the town on fire, and attack the Spaniards at the point of the bayonet. The conduct of the governor, upon this occasion, reflects the highest honour on his character. To prevent so dreadful a conflagration, and to spare the lives of many brave men he instantly accepted the terms proposed. Captain Trowbridge accordingly marched to the Mole-head, where boats were provided by the Spaniards to carry the people off to the ships. It is said also that the governor, Don Juan Antoine Gutterry, with the generosity worthy of a great man, furnished the retreating invaders with a ratio of biscuit and wine; and directed those of the British who were wounded to be received into the hospital: at the same time intimated to Rear-admiral Nelson that he was

at liberty to send on shore and purchase whatever refreshments the squadron were in need of, whilst it remained off the island. The loss of the British sustained on this unfortunate expedition was rather considerable; besides Captain Richard Bowen, of the Terpsichore, by whose death the service lost an officer of infinite merit, many other excellent and valuable officers were to be regretted. The whole amounted to 44 killed, 97 drowned, 105 wounded, and 5 missing.

Early in July, three men, who had been sentenced to suffer death for mutinous behaviour in some other ship, were sent on board the St. George to be executed. The crew on the arrival of the prisoners, drew up a remonstrance in their favour, and begged of Captain Peard to intercede in their behalf with the commander in chief. The captain replied, that he should lay their prayer before Lord St. Vincent, and, in pursuance of his promise, he lost no time in submitting the remonstrance to him, The admiral's answer was, that he considered the sentence of the mutineers as founded upon solid justice and imperious necessity: and consequently he could not think of retracting the sanction which he had given to the judgment of the court-martial, by whom they had been convicted. Upon this determination being made known to the people of the St. George, the strongest symptoms of dissatisfaction were manifested by them. Their conduct was not unobserved by Captain Peard, who took the precaution to watch their proceedings with the utmost strictness: one of the seamen who was well acquainted with their designs, informed Captain Peard that they had entered into a resolution of seizing the ship, deposing the officers, and liberating their condemned companions. The evening previous to the

day appointed for carrying into effect the sentence of the court-martial, was the time fixed upon to put their plan into force. Captain Peard seeing the crew assemble in the waste, immediately approached, and addressed them to the following effect:—"I am perfectly aware of your intentions, and shall oppose them at the risk of my life. You have determined to oppose the authority of your officers; I am resolved to do my duty, and to enforce strict obedience to my orders. I am sensible that you are, for the most part, the victims of delusion: I know the ringleaders, and do not hesitate to state my intention of bringing them to justice. I command you to disperse, and return to your duty." Finding this address did not produce the desired effect, Captain Peard, accompanied by his first lieutenant, rushed in amid the crowd, resolutely seized two of the people, whom he knew to be the promoters of the conspiracy, dragged them out by main force, and put them in irons, without experiencing any opposition from the crew. The resolution and determined courage displayed by Captain Peard on this occasion, had such an effect upon the rest of the men, that order was immediately restored, and they returned peaceably to their duty. The next morning the three mutineers were hanged at the yard-arm, conformable to their sentence. On the 7th and 8th of July the two mutineers of the St. George were tried by a court-martial, condemned to suffer death, and executed on the morning of the 9th. The following order was given out by Earl St. Vincent the night previous to the execution:

"Every ship in the fleet is to send two boats, with an officer in each, and two marines or soldiers properly armed in each boat, on board his Majesty's ship the St. George,

at half past seven to-morrow morning, to attend a punishment. The sentence is to be carried into execution by the crew of the St. George alone; and no part of the boat's crews of other ships, as is usual on similar occasions, are to assist in this painful service: in order to mark the high sense the commander-in-chief, entertains of the loyalty, fidelity, and subordination of the rest of the fleet, which he will not fail to make known to the Lords Commissioners of the Admiralty, and request their Lordships to lay it before the King. This memorandum is to be read to the ships' companies."

Nothing of any importance occurred at North America. In the month of November, La Tribune of 44 guns, and 280 men, commanded by Captain Scory Barker, which had been sent out with the Quebec and Newfoundland convoys, was lost off Halifax harbour.

With respect to the Leeward Islands, we must observe, that Rear-admiral Henry Hervy, in conjunction with Lieutenant-general Sir Ralph Abercromby, determined on the reduction of Trinidad. For this purpose on the 12th of February the troops destined for the expedition were embarked on board the ships of war and transports, and sailed from Fort Royal bay, Martinique. On the 14th the squadron arrived at the island of Cariacou, one of the Grenadines, where they were joined by the rest of the ships of war and transports which had been ordered to rendezvous at that place. The next day the fleet proceeded to its destination; on the 16th it came within sight of Trinidad and stood towards the Gulph of Paria. At half past three in the afternoon the Spanish squadron was discovered at anchor in Shagaramus bay, consisting of four sail of the line and one

frigate, under the flag of a Rear-admiral. As the day was far advanced before the fleet approached the bay, and the enemy appeared in force in Gasparaux island; the admiral ordered the Arethusa, Thorn, and Zebra, to proceed a little further up the gulph, and anchor with all the transports, while the Alarm, Favorite, and Victorieuse were directed to continue under sail during the night to prevent any vessels sailing from Port Espagne. Just before dark the admiral anchored with the ships of the line, in order of battle, opposite the enemy's squadron, within random shot of their ships and batteries. At two o'clock in the morning of the 17th the Spanish squadron was discovered to be on fire, and all of them were consumed excepting one, which, at day-light, was brought out by the boats of the fleet without receiving any damage. General Abercromby immediately landed with a large body of troops; the superintendance of this service was entrusted to Captain Woolley, of the Arethusa, covered by the Favorite sloop, and took possession of the town without opposition. On the next day the governor desired to capitulate for the whole island; the articles were agreed to, and in the evening the Spanish troops laid down their arms, and the whole colony submitted to his Britannic Majesty.

The success which had attended the British arms at Trinidad, induced Rear-admiral Harvey and General Abercromby to attempt the reduction also of Porto Rico; and having made every necessary arrangement for the security of Trinidad, they proceeded with the greater part of the fleet and army to this island. On the 17th of April they made the island of Porto Rico, and came to anchor at Congrejos Point. The next morning the troops were disembarked in a small bay on the

north side of the island, meeting with little opposition from about 100 of the enemy, who soon retired. On approaching the town, however, it was found too strongly fortified, and too actively defended by gunboats and other craft, to admit of any hope of success. After bombarding the town for some days, and endeavouring to destroy a large magazine which was situated near it, but without any visible effect, on the 30th the general gave up the enterprize, re-embarked his troops and retired with the loss of about 200 men.

On the 15th of August the Alexandrian schooner, of six guns and 20 men, a tender to the Prince of Wales, commanded by Lieutenant William Wood Senhouse, being on a cruize off Martinique, fell in with, and after a smart action captured La Cocq French privateer of six guns and 34 men, two of whom were killed, and five wounded. On the same evening the Alexandrian attacked another schooner of greater force, in a running fight, which escaped from the darkness of the night.

On the 4th of October Lieutenant Senhouse, on his passage to Barbadoes from Demerara, where he had been to deliver dispatches to the governor, fell in with a French schooner privateer, which he engaged for fifty minutes, when she struck, and proved to be L'Erpictaris, of eight guns and 74 men, four of whom were killed, and twelve severely wounded. The Alexandrian had one man killed and four wounded.

The cruizers at Jamaica under the command of Vice-admiral Sir Hyde Parker, were extremely active, vigilant, and successful; by which a great number of the enemy's privateers, and merchant vessels were taken and destroyed, and the British trade protected.

On the 3d of March Captain Mends, in the Diligence sloop of 16 guns, being on a cruize off the Pan of Matanzas, fell in with La Nativetas, a Spanish ship of 500 tons, mounting 16 guns, and 50 men, which she captured after an action of three quarters of an hour.

On the 22d of the same month Captain Pigot, in the Hermione of 32 guns, being off the west end of Porto Rico, discovered several small vessels at anchor in shore; upon which he stood in and anchored within half a mile of them, abreast of the battery, which he soon silenced: the boats of the ship were instantly dispatched, under the directions of Lieutenants Reid and Douglas, who brought all the vessels out excepting two, which were sunk. The following day Captain Pigot sent Lieutenant Reid to dismantle the battery, and destroy the remaining vessels in number fifteen, which could not be brought off; which he completely effected without loss.

On the night of the 6th of April, Captain Rickets dispatched the boats of the Magicienne and Regulus into the harbour of Cape Roxo, where they captured, sunk, and burnt thirteen sail of square-rigged vessels and schooners, the whole which were in the port, and destroyed two batteries of two guns each, six and four pounders, at the entrance and head of the harbour, without the loss of a man.

On the 15th Captain Ogilvy, in the Thunderer of 74 guns, in company with the Valiant, Captain Crawly, drove on shore about four miles to windward of Jean Rabel, the French frigate L'Hermione, of 44 guns; the crew escaped to the shore, after having set fire to the frigate, and in a short time she blew up.

On the night of the 21st, Captain Pigot, in the Hermione with the Mermaid, Quebec, and Penelope cutter, being off Jean Rabel, determined to attempt with the boats of the ships to surprize and bring off the vessels which were in that port. The enterprize was projected with much judgment, and executed with such gallantry by the officers and men employed, that it met with complete success, bringing off nine vessels, most of which were Americans, that had been taken by French privateers, in defiance of a heavy fire of cannon and musketry, from the enemy's batteries, without a man being hurt.

On the 23d, Captain Ricketts, in the Magicienne, in company with the Regulus and Fortune schooner, upon doubling Cape Tiberoon, discovered a privateer sloop and four schooners at anchor in Carcasse Bay, which convinced him that the posts of Irois were attacked. As no time was to be lost in endeavouring to counteract the views of the enemy, Captain Ricketts stood in, and commenced a heavy cannonade with such success, that in a short time the enemy abandoned the fort and fled into the mountains, leaving in the possession of the victors their field-pieces, ammunition, provisions, and vessels laden with necessaries for carrying on the siege. This attack was attended with the loss of four men killed; a master's mate and ten wounded.

On the 17th of September a very gallant action was fought off Cape Nicolas, by Lieutenant Thomas White, (one of the Lieutenants of the Queen, put in to act in the absence of Captain Gascoigne sick on shore) in the Pelican brig of 18 guns, and a French brig privateer; when, after much manœuvring and bravery displayed on both sides for four hours, the enemy's vessel blew up abaft,

and in five minutes after went down by the head. Sixty of the crew were saved by the boats of the Pelican, from whom they learnt that she was La Trompeuse, mounting 12 six-pounders, and 78 men.

On the night of the 22d of September, a most daring and unexampled mutiny broke out on board the Hermione frigate, commanded by Captain Hugh Pigot, when cruizing off the west end of Porto Rico. The mutineers having secured those of the ship's company who were not in the secret of their diabolical plot, murdered the captain and officers in a most cruel and savage manner, dragging them from their beds, cutting and hacking them with their tomahawks and other weapons, and thrusting many overboard whilst yet alive. It appeared on a court-martial held on some of the wretches, who were afterwards condemned and executed; that Captain Pigot hearing a noise upon deck immediately ran out of the cabin, when being badly and repeatedly wounded, he was at length obliged to return. He had reached his cabin, and was sitting on a couch faint with the loss of blood, when four of these desperadoes entered with bayonets fixed. One by the name of Crawley, (executed Jan. 8, 1798, with Joseph Robinson another seaman) headed them. Captain Pigot, weak as he was, held out his dirk and kept them off. They seemed for a moment appalled at the sight of their commander, when Crawley exclaimed, "What, four against one, and yet afraid? Here goes then," and buried his bayonet in the body of Captain Pigot. The other wretches followed his example, who, with their bayonets, thrust him through the port; and, shocking to relate, he was heard to speak as he went astern. The mutineers carried the ship into La Guira: and, notwith-

standing the remonstrances of Rear-admiral Harvey, who represented to the Spanish governor the dreadful effects that might arise from encouraging such a proceeding, he fitted out the Hermione, and sent her to cruize against the British.

On the 27th of December Captain William Henry Ricketts, in the Magicienne, in company with the Regulus and Diligence brig took from under the protection of the forts in Guadilla bay, in the island of Porto Rico, after a cannonade of one hour and a half, Le Brutus privateer of nine guns, a ship, three brigs, and a schooner. In performing this service five men were wounded on board the Magicienne and one belonging to the Diligence.

Rear admiral Pringle employed his ships chiefly off the Mauritius and adjacent islands, keeping a strict lookout on the enemy's cruizers, and afforded every necessary protection to the trade. The baneful spirit of mutiny and dissaffection which had so much shaken the discipline of the Navy in Europe broke out on board the fleet at the Cape of Good Hope, but the mutineers having been brought to a sense of their improper conduct, and granted a pardon, returned to their duty.

Captain Edward Pakenham being on a cruize in the Straits of Bonda, in the Resistance, sent Lieutenant Oakes to seize a vessel lying at some distance; which he accomplished, and imprudently allowed the Malays or Boorgeese to remain at large about the vessel with their arms; the boatswain who was with Lieutenant Oakes, represented to him the propriety of disarming them; but unfortunately not suspecting any treachery, he would not acquiesce. In the evening, a report was made to them that the head Boorgeese had put to death

one of the seamen. Attributing this to accident, or some improper conduct on the part of the sailor; he went to enquire personally into the affair; but had no sooner approached the head Boorgeese, than the fellow attacked him also, and he fell dead at his feet. The boatswain who was by, cut the fellow's leg off with his hanger; but before he dropped, he struck the boatswain near the shoulder, and wounded him desperately. The English incensed at the unmerited death of their commander, and the probable loss of the boatswain cut to pieces every Boorgeese that had not time to jump over board, and effect their safety by swimming.

On the 1st of August, 1797, about 4 o'clock, A. M. the French emigrants, and a number of deserters (sent on board the Lady Shore) bound to New Holland, assisted by the seamen, revolted, and took possession of the ship, guns, small arms, and the arm chest. Mr. Lambert, chief-mate, whose watch was upon deck, having observed them for some time loading their muskets at the main hatch-way, without alarming the captain or officers commanding the troops, imprudently went into the cabin, loaded his pistols, and discharging one of them, shot a Frenchman named De la Hay; the mutineers immediately shot Mr. Lambert dead on the spot. As Captain Wilson, hearing a noise, was coming out of his cabin, he was stabbed in the right side of his neck and in his left breast, upon which he fell down the companion ladder into the great cabin. By this time the revolters had the entire possession of the ship, stationing sentries at every hatch-way, with their arms loaded, pointing two guns down the main hatch-way, loaded with grape-shot and broken bottles; also two guns on the forecastle pointed aft, loaded in the same manner;

laying on gratings at every hatch-way, to stop any one from coming upon deck. About 8 o'clock, A. M. the chiefs and several others came down below into the cabin, and demanded their fire-arms, which were given them. On the 15th at 8 o'clock, P. M. they sent away in the long-boat, 29 persons, men, women, and children, the youngest child not five weeks old. After meeting with very tempestuous weather and heavy seas, in 48 hours, they arrived at a Portuguese settlement, called Port Saint Pedros Rio Grande, where they were received by the governor and inhabitants in a very humane manner.

List of the ships captured from the Enemy during this Year.

La Didon, French cutter privateer, four guns, taken by the Cerberus.

Le Suffrein, French vessel, armed as a store-ship, 250 troops on board, by the Jason.

L'Amaranthe, French brig, 12 guns, by the Diamond.

El San Pio, Spanish corvette of 18 guns, by the Regulus.

Le Coup d'Essai, French privateer of two guns, by the Star.

L'Esperance, French brig, by the Diamond.

L'Hirondelle, French privateer of 12 guns, by the Cleopatra.

Impatiente, French frigate of 20 guns, 320 men, and 250 soldiers, was totally lost near Crookhaven.

La Tortue, French frigate of 44 guns, 625 men, including troops, and a large transport supposed to be sunk, by the Polyphemus.

La Musette, French privateer, 22 guns, by the Hazard.

Les Deux Amis, French privateer, 14 guns, by the Polyphemus and Apollo.

L'Eliza, French schooner, 10 guns, by the Fury.

La Ville de L'Orient, French vessel, armed as a store-ship, 400 hussars, &c. on board, by the Druid.

L'Atalante, French corvette of 18 guns, by the Phœbe.

La Favorite, French privateer of eight guns, by the Hind.

L'Allerger, French brig, laden with ammunition, &c. by the Spitfire.

Le Suffrein, French transport, by the Dedalus.

L'Eclair, French privateer of 18 guns, by the Unicorn.

Le Capitaine Genereux, French privateer of four guns, by the Adventure.

La Liberté, privateer, three carriage guns, by the Griffin armed cutter.

Le Buonaparte, privateer of 17 guns, by the Espion and Martin sloops.

Le Jeune Emilie, privateer of 10 guns, and the Recovery privateer of 13 guns, by the Triton.

Le Difficile, privateer of 18 guns, by the Phœnix, Triton, and Scourge.

Le Tartane of 16 guns, by the Greyhound.

Le Flibustier, privateer of 14 guns, by the Eurydice.

Le Furet, French privateer, 14 guns, by the Scourge.

Le Marie, French privateer, six guns, by the Minerve.

Le Victorieux, French privateer, four guns, by the Leopard.

L'Hippocrate, French privateer, four guns, by the Stag.

A Spanish privateer, one gun, by the King Fisher.

A Spanish privateer, 12 guns, driven on shore by the same.

L'Atif, French privateer, 18 guns, by the Phaeton.

Le Surveillant, French privateer, 16 guns by the Alcmene.

La Epervier, French privateer, four guns, by the P'ymouth.

La Liberté, French privateer, four guns, by the Greyhound.

Le Cerf Volant, French corvette, armé en parlementaire, having on board the delegates from the southern department of St. Domingo to the French legislative body, dispatches for the directory, by the Magicienne.

L'Africaine, French corvette, 18 guns, by the Quebec.

Le General Levaux, French corvette, 16 guns, by the Resource and Mermaid.

La Maria Topaze, French privateer, 10 guns, by the Lapwing.

El Galgo, Spanish corvette, 18 guns, by the Alarm.

Le Buonaparte, French privateer, 14 guns, by the Suffisante.

L'Espoir, French privateer, four guns, by the Lapwing.

The Magallanes, Spanish brig, pierced for 18 guns (mounting only four) by the Dover transport.

Le Reflechi, French privateer, 14 guns, by the Zephyr.

L'Amité, French privateer, 14 guns, by the Plymouth, armed lugger.

Les Bons Amis, French privateer, six guns, by the Spitfire.

Le Brutus, French privateer, 24 guns, by the Magicienne.

Le Hardi, French privateer, 18 guns, by the Hazard.

Le Voltigeur, (late Vengeur) French privateer, eight guns, by the Vestal.

La Sophia, French privateer, 14 guns, by the Kangaroo.

La Fortune, eight guns: Le Poisson Volant of 12 guns; another of the same name of five guns; a Spanish cutter of six guns; and Le Foguse of six guns, by Sir H. Parker's squadron on the Jamaica station.

St. Christopher, a Spanish privateer, of 18 guns by the Lapwing.

La Casou, French privateer of six guns, by the Bittern.

L'Amiable Manette, French privateer of 14 guns, by the Spitfire.

La Trompeuse, French privateer, of six guns, by ditto.

L'Enfant de la Patrie, French privateer, of 16 guns, by the Boston.

La Jolouse, French privateer of 20 guns, by the Vestal.

Le Flibustier, French privateer of 14 guns, by the Spider.

La Nouvelle Eugenie, French privateer of 16 guns, by Sir Edward Pellew's squadron.

La Basque, French privateer of eight guns, by ditto.

La Dunkerquerise, French privateer of 18 guns, by the Cerberus.

El San Francisco, alias Los Amigos, Spanish privateer of 14 guns, by the Santa Margaritta.

Le Succes, French privateer of six guns, by the Telemachus cutter.

The Piteous Virgin Maria, Spanish brig of 10 guns, by the Viper cutter.

La Nuestra Senora del Rosario, Spanish brig of 10 guns, by the Romulus and Mahonesa.

Le Poisson Volant, French privateer of 14 guns, by the Trent.

L'Argonaute, French lugger of 12 guns, by the Galatea.

Tyger, French lugger of six guns, by the Repulse cutter.

Les Graces, French lugger of three guns, by the Viper.

Le Mutine, French armed corvette of 14 guns, cut out of the bay of Santa Cruz, by the boats of the Lively and La Minerve.

El Principe de Par, Spanish privateer, and El Enfante, Spanish packet, by the Boston.

Le Coster, French lugger privateer of 14 guns, by the St. Fiorenzo.

La Nativitas, Spanish ship of war, of 16 guns, by the Diligence.

L'Ardour, French ship of war of 16 guns, by the Santa Margaritta.

San Bernardo, alias Conquestador Spanish privateer of 12 guns, by the Boston.

San Josef y Neustrata Senora de Begoyna, Spanish letter of marque of 16 guns, by the Pallas.

Le Prospére, French privateer of 14 guns, by the Rambler.

A French lugger, by the Hind cutter.

Le Trito, French privateer of eight guns, by the Magnanime.

La Papillon, French privateer of four guns, by the Dolpin cutter.

Le Hardi, French lugger privateer of four guns, by the Telemachus.

Le Courier de la Mer, French privateer of 12 guns, by the Trial cutter.

Le Vengeur des Francois, privateer of four guns, by the Zephyr.

La Jalouse of four guns, by the same.

La Golatée of eight guns, by the same.

La Heureuse of two guns, by the same.

Le Duguai Turin, a French ship of 20 guns, by the Doris.

Le Victorine, French privateer of 16 guns, by the Santa Margaritta.

The El Klyen Sperver, Dutch privateer of six guns by the Nautilus.

The Unity, Dutch privateer of 10 guns, by the Proserpine.

Le Lynx, French privateer of 14 guns, by the Stork.

The Prodigy, French privateer of 14 guns, by L'Epeigle.

The Revenge, French privateer of 10 guns, by the Resolution lugger.

The Flibustier, French privateer of 12 guns, by the Maidstone.

Le Batave, Dutch privateer of 12 guns, by the Roebuck.

Le Tiercelet, French privateer of eight guns, by the Magnanime.

L'Oiseau, French privateer of 18 guns, by the Penguin.

L'Eclair, French privateer of 14 guns, by the Dryad.

La Petite Cherie, French privateer of four guns, by the Impeteux.

El Derrepente, Spanish privateer of four guns, by the Doris.

The Grede Verway, Dutch privateer of eight guns, by the Swan sloop.

The Fabius, French privateer of 20 guns, by the Doris.

La Gaieté, French privateer of 20 guns, by the Arethusa.

Le Vetera, French privateer of eight guns, by the Lapwing.

Le Cerf Volant, French privateer of 14 guns by the Tisiphone.

Le Neptune, French privateer of 12 guns, by the Diana.

La Cornelie, French privateer of 12 guns, accidentally burnt in an action with the Dryad.

La Chasseur, French privateer of six guns, by the Phaeton.

La Marie Anne, French privateer of 14 guns, by the Aurora.

The Invincible, Dutch schooner of 10 guns, by L'Espeigle.

The Indian, French privateer of six guns, by the Phaeton and Unité.

Le Rayon, French privateer of six guns, by the Melampus.

La Brunette, French privateer of 16 guns, by the Phaeton.

La Flibustier, French privateer of four guns, by the Diana.

Le San Noberta, Spanish privateer of eight guns, by the Cerberus.

Le Poisson Volant, French privateer of eight guns, by La Concorde.

La Decouverte, French national brig of 14 guns, by the Unité.

The Telemachus, privateer of six guns, by the Speedwell.

L'Aigle, French privateer of 12 guns, by the Aurora.

L'Hazard and La Munche, French privateers of eight guns each, by L'Aigle.

L'Espeigle, French privateer of 14 guns, by the Aurora.

L'Espoir, French privateer of 16 guns, by the Thalia.

The Foret, French privateer of four guns, (pierced for 14) by the Triton.

La Brune, French privateer of 16 guns, by the Dryad and Doris.

L'Aventure, French schooner of eight guns, by the Aurora.

Le Pluvier, French privateer of nine guns, by La Bonne Citoyenne.

Le Canard, French privateer of 10 guns, by La Bonne Citoyenne.

El Bolador, a Spanish corvette of 16 guns, by the Majestic,

Le Coureur, French privateer of 14 guns, by the Aigle.

1798.

Capture of La Cheri and Le Policrate—Loss of Captain Drew's Boat—Capture of La Volage—La Reverche—Part of the Enemy's Convoy—and L'Hercule—Sir Sydney Smith's Escape from Paris—Lieutenant Price's gallant Defence—Expedition to destroy the Basin-gates and Sluices at Ostend—Capture of La Confiante—Several Boats of the Irish Rebels destroyed—Capture of La Seine—L'Aventurier—Le Neptune—La Bellona—La Coquelle—and L'Ambuscade—La Loire—and L'Immortalité—Various Actions—Naval Transactions in the Mediterranean—Battle of the Nile, &c.—Transactions in the East and West Indies, &c. &c.

ON the 5th of January, Captain Robert Carthew Reynolds, in La Pomone, being on a cruize off Ushant, at 11 o'clock at night, came up with a large ship, which being deceived in the strength of La Pomone, had the temerity to exchange several broadsides with her, before she surrendered. Captain Reynolds had taken possession of the prize and shifted the prisoners; when it was found that she had received so much damage, as to make it necessary for him to take his people on board again, and in a few minutes she sunk. She proved to be La Cheri, mounting 26 guns, and manned with 230 men, of whom 12 were killed, her commander Mons. Chassin, and 21 wounded, who with two others died the following day. La Pomone had one man killed and four wounded; her masts and rigging so much disabled, that Captain Reynolds was under the necessity of returning to Falmouth to refit.

On the 11th, the Racoon sloop of war, Captain Robert Lloyd, captured, after a short running fight, Le Policrate, French privateer of 16 guns and 72 men: in which Mr. Kennedy, the master, was killed, and four men wounded.

At the same time the Cerberus of 32 guns, Captain James Drew, anchored in Cawsand Bay from Cork, the wind then blowing strong from the S. W. with a heavy sea. In the afternoon the gale having abated, Captain Drew being anxious to deliver his dispatches to the port-admiral, left the ship, in his boat, accompanied by Captain James King Pulling, late of the Penguin sloop on the Irish station, who came passenger in the Cerberus to join the Hindostan, fitting out in Hamoaze, which ship he was appointed to command as a post-captain. Mr. J. Drew, acting lieutenant, Mr. Poore and Mr. Daily, midshipmen, were also in the boat; as they were passing the bridge, a rocky shoal passage between St. Nicholas island and Mount Edgecomb, the swell of the sea being much increased by a strong ebb tide, it broke into the boat with such violence, that she instantly foundered; and out of thirteen, only two seamen were saved; these men not being able to swim, had secured each an oar, by which means they were fortunately driven to the rocks at Mount Edgecombe.

On the 23d, Captain Graham Moore, in the Melampus of 36 guns, being on a cruize to the westward, fell in with, and after a short, but close action, captured La Volage, French corvette, fitted out by the merchants of Nantz, mounting 20 nine-pounders, 2 eighteen-pounders, 195 men, commanded by Desagenaux, captain of a frigate, she had four men killed and eight

wounded. The Melampus two mortally, and three more, dangerously.

On the 25th of February Lieutenant Charles Webb, in the Cobourg cutter, about 16 leagues from Corunna, after a chace of nine hours, in a hard gale of wind from the N. W. and a smart running action of two hours, close alongside of the enemy, captured La Reverche, French privateer lugger of 16 guns and 62 men. In the engagement the enemy made two attempts to board the Cobourg, in both of which he was repulsed. Soon after, his main and mizen-mast being shot away, he called for quarter, and surrendered, with the loss of seven men killed, and eight wounded. The lugger had received so much damage that she sunk; the Cobourg had two men wounded.

On the 8th of March, the squadron cruizing off L'Isle Dieu, under the command of Sir John Borlase Warren, intercepted a convoy of the enemy's, a part of which was captured, laden with naval stores and provisions from Rochfort, bound to Brest. On the 14th Sir John Warren anchored the squadron near Basque Road, and dispatched the boats in pursuit of some vessels which were in the Pertius D'Antioche; they brought out five ships and four chasse marées, laden with provisions. On the 22d the squadron chaced a large French frigate, which at twelve at night Captain Stopford, in the Phaeton, brought to action; but the enemy running into shoal water, he was obliged to haul off. She endeavoured to effect her escape into the river Garonne; in doing of which she struck upon the Olive Rocks, near the Cordovan light-house, having previously thrown all her guns overboard.

L'Hercule, 74 Guns, striking to Captain Hood of the Mars of 74 Guns

On the 24th Captain Payne sailed with a squadron from St. Helen's, to relieve Sir J. B. Warren. After encountering much bad weather, in which several of the ships separated, and capturing a few small privateers, Captain Payne returned on the 16th of April to Spithead.

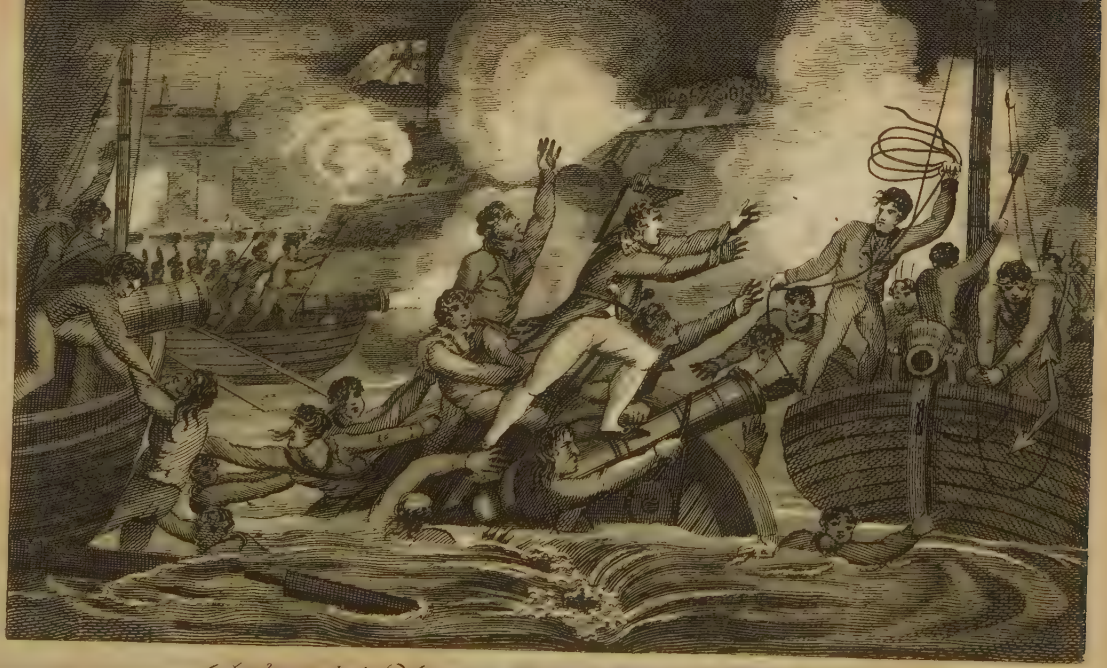
In the same month, Sir Richard John Strachan in the Diamond, with the Hydra, Captain Sir Francis Laforey, attacked a considerable fleet of the enemy's gunboats off Havre, attempting to effect their passage along shore to Brest, one of which he sunk after a brisk fire, and forced the remainder to take protection under the batteries, at the entrance of Havre. Sir Richard stood so close in, that the Diamond was run aground, but fortunately got off, without having sustained any material injury.

On the 4th of April the Pallas frigate, commanded by the Hon. Captain Henry Curzon, parted her cables in a heavy gale of wind in Plymouth Sound, and drove on shore between Mount Batten and the Withy Hedge; the gale blew with such violence, attended with a tremendous sea, that no possible assistance could be afforded her; and it was for a considerable time doubtful whether any of the crew could be saved. But the ship swung round, and heeled over to the shore, by which means her people were sheltered from the breakers, and were enabled to reach the land on the ebb-tide, excepting one man who was killed by the falling of the masts. The ship and a great part of the stores were entirely lost.

On the 21st of April Captain Alexander Hood in the Mars, was directed, by signal from Lord Bridport, to

chace a strange sail seen in shore, which, on his approach, he observed to be an enemy's ship of the line, and that she was endeavouring to escape through the passage Du Raz; but the tide proving contrary, and the wind easterly, obliged her to anchor at the mouth of the passage: this afforded Captain Hood an opportunity of attacking her, which he performed in a most noble and gallant manner, laying the Mars so close alongside the enemy, as to unhinge several of the lower deck ports. In this situation a most bloody conflict commenced, and continued an hour and an half, when she surrendered and proved to be L'Hercule of 74 guns, and 700 men, the first time of her being at sea, from L'Orient, to join the Brest fleet. Captain Hood was severely wounded in the beginning of the action, and lived just long enough to be told that the enemy's ship struck: he received the news with an apparent smile, and died serene and composed. He had previously called for pen and ink, and made a short will. The captain of marines shared his gallant commander's fate, and two other officers were wounded. There were 12 killed, 70 wounded (five of whom died) and eight missing. The carnage on board the enemy's ship must have been dreadful; upwards of 400 men were killed and wounded; her hull on the larboard side was shockingly burnt and torn to pieces.

On the 5th of May, Captain Sir Sydney Smith, who had been a long time confined a close prisoner in the Temple, at Paris, effected his escape in an open boat from Havre de Grace; he was picked up by the Argo frigate, Captain J. Bowen, and landed at Portsmouth. M. Bergeret, Captain of the Virginie French frigate,



who had been captured by Sir Edward Pellew, was permitted by the British government, some time previous to Sir Sydney's escape, to go to France, and endeavour to negotiate an exchange between himself and that officer; but being unable to succeed, he returned to England. The object of M. Bergeret's mission being now attained, he received a letter from the secretary of state, signifying that his Majesty was graciously pleased, considering the trouble to which he had been put, and as a mark of the satisfaction his conduct had afforded, to restore to him his liberty, and permit him to return to his country, without any restriction whatever.

On the 6th Lieutenant Charles Papps Price who commanded at the islands of St. Marcou (which had been taken possession of in 1795, for the purpose of obtaining information from France, and assisting the royalists) having observed the enemy's gun and flat boats, in the road of La Hogue, making preparations to come out, concluded that an attack was meditated against him. To prevent being surprized he dispatched a guard-boat off La Hogue to watch their motions, and give the earliest intelligence of their approach. At 12 o'clock at night the guard-boat made the signal that the enemy was advancing. The weather was calm and so extremely dark that the people on the batteries could distinctly hear them giving orders, although it was impossible to see their vessels. At day-light Lieutenant Price observed them drawn up in a line opposite the south-west face of the western redoubt, from whence he immediately opened a heavy and well directed fire from seventeen pieces of cannon; which was as warmly re-

turned by the enemy's gun-brigs, their flat boats rowing up with great resolution, full of troops, under the cover of their fire. When they had approached to within musket-shot of the shore, they were saluted by such a furious volley of round, grape, and case shot, that they retreated in the greatest confusion, and with dreadful slaughter; six or seven of the boats were sunk with most of those on board, one was found on shore bottom uppermost, and by a paper found on board her, the crew appeared to have consisted of 144 men. The remainder, 43, retired in the utmost disorder back to La Hogue; at the commencement of the action their force amounted to 52, and it was supposed at least, 6000 or 7000 men were embarked on board this flotilla. The Adamant, Eurydice, and Orestes were within six miles of the islands; but being becalmed, and the tide against them, they could not render any assistance. The only loss sustained, was one man killed and three wounded.

Lieutenant Price was, for this gallant defence, promoted to the rank of master and commander.

Intelligence having been received that the enemy had collected a great number of gun-boats, and transport schuyts at Flushing, which were intended to be sent to Dunkirk and Ostend, by the Bruges canal; the British cabinet formed a plan for the destruction of the basin gates and sluices. For this purpose, a squadron chiefly composed of small vessels of war and gun-boats, was ordered to assemble at Margate, and there to take on board a body of about 2000 troops, under the orders of Major-general Coote. This squadron which was commanded by Captain Home Riggs Popham, proceeded, May 14, to the place of its destination, which it did

not reach until one o'clock on the morning of the 19th, when it anchored off Ostend; soon afterwards the wind shifted to the west, and threatened to blow so much, that the general and Captain Popham were deliberating whether it would not be better to go to sea, and wait a more favourable opportunity, to put in execution the object of the expedition; just at this moment a vessel was brought to Captain Popham which had been cut out from under the light-house battery by the Vigilant; the report which the people, taken on board, gave of the force in Ostend, Newport, and Brugess, made General Coote propose to land immediately, and accomplish the destruction of the canals, even if the surf, which broke with much violence on the shore, should make his retreat doubtful. Captain Popham acceded to the general's proposition, and instantly ordered the troops to be landed, without waiting for the regular order of debarkation. Many of them were on shore before they were discovered; and it was not till a quarter past four, that the enemy's batteries opened on the ships, which was returned in a most spirited manner by Captain Mortlock, of the Wolvereene, Lieutenant Edmonds of the Asp, and Lieutenant Norman of the Biter. The Hecla and Tartarus bombs threw their shells with so much precision, that the town was on fire several times, and the ships in the basin much damaged. As a feint to cover the operations of bringing up the materials, and of destroying the sluices, a summons was sent to the commandant of Ostend to surrender the town and its dependencies to his Majesty's forces; to which he returned the following answer.

"*Muscar, Commandant of Ostend, to the Commander-in-Chief of the Troops of his Britannic Majesty.*

"LIBERTY. EQUALITY.

"*Garrison of Ostend, 30th Floreal, 6th Year of the Republic.*

"General,

"The council of war was sitting when I received the honour of your letter; we have unanimously resolved not to surrender this place, until we shall have been buried under its ruins.

(Signed) "MUSCAR,
"Commandant of the Garrison."

By five o'clock the troops were ordered to land and were all on shore, with the necessary implements for destroying the sluices, covered by the gun-boats. The fire from the batteries had much damaged the vessels opposed to them; Captain Popham therefore called them off, and directed the Dart, Harpy, and Kite, to take their stations; but it being low water they could not get near enough to have much effect. At half past nine, the Minerva transport, which had parted company, joined; but the surf ran too high to land. At 20 minutes past ten, a great explosion was seen, which indicated the destruction of the sluices; and soon after the troops were observed to be assembled on the sand-hills near the shore; at this time the sea was so rough, that it was impossible to re-embark a single man. In this situation the troops lay on their arms the whole night. At day-break on the 20th, General Coote had

the mortification to find that the enemy had collected a considerable force, and surrounded his little army; he however, maintained his post with great gallantry for above two hours, when being severely wounded, and seeing no prospect of extricating himself from his situation, with the loss of several valuable officers, and many of his best men; he felt himself under the necessity of capitulating. General Coote, in his dispatches, speaks highly of the indefatigable exertions and good conduct of Captains Winthrop, Brady, and M'Kellar, and Lieutenant Bradly of the navy, who superintended the landing of the troops, and assisted in getting up the artillery, and other materials; and for some time commanded a detachment of seamen on shore. The loss sustained in this expedition, amounted to two midshipmen, and 11 seamen killed; three wounded doing duty on shore. On board the Wolvereene, one seaman killed, and 10 wounded. 23d regiment, one killed, five wounded. On board the Asp, one seaman killed, Lieutenant Edmonds wounded. In the army, about 60 were killed and wounded. The number taken prisoners, exclusive of Captain M'Kellar, and some seamen belonging to the navy, amounted to 68 officers, 77 non-commissioned officers, and 999 rank and file.

On the 1st of May, Captain Sir Charles Laforey, in the Hydra, in company with the Vesuvius bomb, and Trial cutter, being on a cruize off Havre de Grace, gave chace to a French frigate, a corvette, and cutter. The former endeavoured to effect her escape into Havre; but being hard pressed by the Hydra, and after engaging her for three quarters of an hour ran ashore, and was destroyed the following morning by the boats

of the Hydra, under the cover of the Trial; she proved to be La Confiante of 36 guns, and by a role d'equipage found on board, manned with 300 men, several of whom were found killed upon her decks, the rest of the crew escaped on shore. The corvette La Vesuive, of 20 guns, escaped; but the cutter was driven on shore and destroyed. This service was effected without any loss on board the British ships.

Captain Sir Thomas Williams being on a cruize off the entrance of St. George's Channel, with a squadron of frigates, consisting of the Endymion of 44 guns, his own ship; the Phœnix, of 36 guns, L. W. Halstead; the Glenmore, ditto, George Duff; the Melampus, ditto, Gra. Moore; and the Greyhound, 32 guns, James Young; he received information, June 19, that the king's troops intended to commence their attack on the rebels at Wexford, on the 20th or 21st; and conceiving that the appearance of his Majesty's ships would greatly facilitate the operations of the army, as well as cut off the retreat of the rebels by sea; instantly proceeded off that place. On his arrival there, he dispatched five cutters, and the ships' launches armed, under the command of Lieutenant Carpenter, to block up the entrance of the harbour in which the rebels had collected 40 or 50 armed vessels and others, in order to secure a retreat if hard pressed. On the 21st, the squadron was joined by the Chapman, armed ship, and Weazle sloop; these ships being of an easier draft of water, Sir Thomas Williams directed their commanders to anchor close in, so as to cover the cutters and launches. At the same time he ordered Captain Keen, of the Chapman, to land and endeavour to possess himself of the fort at the entrance of the harbour, which frequently

fired on the vessels; this service he performed with great promptness and alacrity; carried the fort, and put the rebels, in number 200, to flight, leaving behind them the colours flying, and three six-pounders. The launches immediately proceeded up the harbour, and on their arrival off the town, found that the king's troops had entirely defeated the rebels, taken two of their generals, Hay and Roche, prisoners, and were in full possession of the town. The squadron destroyed about 100 large boats and vessels along the coast, which the rebels had preserved for their escape.

On the 29th at seven o'clock in the morning, Captain Charles Stirling, in the Jason, with the Pique, Captain David Milne, and the Mermaid, Captain James Newman, being on a cruize off the Saintes: discovered, and gave chace to a large French frigate; it was not till 11 at night, that La Pique brought her to close action, which continued in a brisk running fight, until two o'clock on the morning of the 30th, when unfortunately the main-top-mast of La Pique was shot away, and she dropt astern; at this instant the Jason came up, passed between the two ships, and recommenced the action with great vigour; soon after both ships ran aground warmly engaged, that of the enemy completely dismasted. The Jason having only taken the ground forward; upon the rise of the tide, unavoidably swung round with her stern close to the enemy's broadside, and became exposed to a raking fire, which did her considerable damage: Captain Stirling, however got some of the aftermost guns to play upon her with such effect that in a few minutes she struck. In the mean time Captain Milne eager to renew the combat, and not hearing himself hailed from the Jason, ran aground with such

violence, that La Pique bilged, and it was found necessary to destroy her; upon which Captain Stirling directed her officers and crew to take possession of the prize, which with much difficulty, and by great perseverance and activity, they accomplished and got a-float. She proved to be La Seine, commanded by Capitaine Brejot, from the isle of France, bound to L'Orient, mounting 42 guns, 18 and 9-pounders, manned with 610 men, including soldiers, 170 of whom were killed, and 100 wounded. Captain Newman in the Mermaid, although not able to arrive up in time to partake in the action, had the satisfaction by his seamanlike conduct to be instrumental in preserving the Jason from being wrecked. At day-light, the Phaeton, St. Fiorenzo, and Triton, hove in sight, and ran down to the assistance of the disabled ships. The number of the killed on board the Jason amounted to 7, and of the wounded 12; among the latter, was Captain Stirling early in the action; his place was ably maintained by Mr. Charles Ingles, the 1st lieutenant. La Pique had one man killed, six wounded, and one missing. La Seine was taken into the service, and Captain Milne appointed to command her.

On the 3d of August, the night being extremely bad, attended with heavy rain, and vivid lightning, Captain Sir Charles Hamilton judged it a proper opportunity to attack a French brig corvette, and several vessels under her protection and that of the fort, in the port of Carigion, near the Isle Bass; he accordingly at ten o'clock dispatched the boats of the Melpomene, and Childers sloop, under the command of Lieutenant Shortland, covered by the latter vessel, to make the attempt. At three o'clock in the morning on the 4th, the boats

boarded and carried the brig, but not without much resistance. The forts at the inlet, being by this time alarmed, and the wind blowing fresh in, they were obliged to relinquish any attempt on the merchant vessels. The intricacy of the passage made it doubtful whether they would be able to carry off the corvette: however, after much perseverance and gallantry, working to windward for two hours, under a heavy fire from the batteries, they fortunately succeeded, with the loss of only one man killed, two midshipmen and three seamen wounded, and one missing. The corvette proved to be L'Aventurier, commanded by M. Raffy, of 12 guns and 79 men, 16 of whom were badly wounded.

On the 12th the Hazard sloop of war, Captain Butterfield, being on a cruize to the westward of Cape Clear, fell in with, and after a brisk action, which lasted one hour and forty minutes, captured Le Neptune French ship, armée en flute, pierced for 20 guns, but had only 10 mounted, 53 seamen, and 270 soldiers from the Isle of France, bound to Brest; she had between 20 and 30 men killed and wounded; the Hazard had six wounded.

On the 22d three French frigates appeared off the N.W. coast of Ireland, and having landed a body of about 850 troops, under the command of General Humbert, at Killala, stood to sea. The French general being joined by some Irish rebels, marched to Castlebar, where on the 27th he attacked the British forces under General Lake, and compelled them to retreat with the loss of six pieces of cannon, and some prisoners. On the 31st General Humbert issued a proclamation appointing a governor to the province of Connaught, and inviting the Irish rebels to join the French standard:

from Castlebar he proceeded towards Tuam; but by this time the Marquis Cornwallis had collected a considerable body of troops, advanced upon the French army, and on the 8th obliged the French general to surrender at discretion.

On the 11th of October, the Jason frigate of 38 guns, Captain Charles Stirling, being in pursuit of a French convoy between Brest and Cape Ray, struck upon a rock with such force, as to baffle every exertion of her officers and men in their endeavours to get her off; she in consequence soon filled: the crew got on shore and surrendered themselves prisoners of war, excepting six, whom Captain Stirling permitted to take the cutter, by which means they effected their escape, and arrived safe at Plymouth on the 15th, bringing the unwelcome news of the loss of the ship.

Commodore Sir John Borlase Warren having been on a cruize off Tory Island, in quest of the French squadron, which he had certain intelligence, had sailed from Brest with a large body of troops on board for the purpose of making a descent on the coast of Ireland, was joined on the 12th of October by the Amelia frigate, from whose commander he learnt that he had parted from the Ethalion, Anson, and Sylph, which had continued with great attention to watch the motions of the enemy's squadron since its departure from Brest, on the 17th ult. On the following morning the commodore was joined by the above ships, and at noon the enemy was discovered, consisting of one ship of the line, eight frigates, a schooner, and a brig. Sir John Warren immediately made the signal for a general chace, which was continued all day and the following night, in extreme unsettled and boisterous weather, during which

the Anson lost her mizen mast. At five o'clock on the morning of the 12th, the enemy was seen a little distance to windward, the line of battle ship with her main top-mast gone. The enemy, notwithstanding, bore down, and formed their line in close order, on the starboard tack. From the length of the chace, and in unfavourable weather, the British squadron became much spread, and it was seven o'clock before Sir John Warren had his ships sufficiently collected, when he made the signal for the Robust to lead, and the rest to form in succession. At 20 minutes past seven, Captain Thornborough commenced the action, and was so ably supported by Captain De Courcy, in the Magnanime, that at eleven, the Hoche, after a most gallant defence, struck, upon which the frigates made sail, and were closely pursued for five hours, in a smart running fight, when after an obstinate resistance, three of them surrendered: these were La Bellone, La Coquille of 40 each, and L'Ambuscade of 36 guns. Captain Moore in the Melampus, parted company in the chace; and at midnight, on the 13th, came up with La Resolue of 40 guns, and 500 seamen and soldiers; which struck after a contest of twenty-five minutes. L'Immortalité of 44 guns was in company, but made off as soon as she saw the fate of her consort, without having rendered her any assistance. The loss sustained by the enemy on the 12th and 13th, amounted to 68 killed, and 118 wounded; that of the British 3 killed, and 35 wounded.

After the action, the Robust and Magnanime continued with the prizes, the rest of the squadron having separated in the chace. The disabled state of these ships, in addition to the severe weather which they encountered, created a considerable degree of alarm for their

safety. The Robust and La Hoche put into Lough Swilly, where they refitted, and from thence sailed to Plymouth; while the Magnanime, with L'Ambuscade and La Coquille, were obliged to proceed round the north of Ireland; and after stopping at Belfast to repair their damages, also reached Plymouth.

On the 15th, in the morning, the Mermaid, La Revolutionaire, and the Kangaroo brig, commanded by Captains Newman, Twisden, and Brace, on their way to join the Cæsar off Black Cod Bay, fell in with, and chaced two of the enemy's frigates, which in the evening hailed each other, and then steered different courses: this unavoidably separated the Mermaid and Revolutionaire, the Kangaroo following the first. The weather during the night being thick and squally, they lost sight of the chace; the next morning she was again seen and pursued. At three in the afternoon the Kangaroo came up with, and engaged the enemy in a most gallant manner; but an unlucky shot from the enemy's stern chasers, carrying away her fore-top-mast, rendered Captain Brace incapable of pursuit. Captain Newman continued the chace, keeping sight of her during the night: at day-light it appeared evident that the enemy meant to give him battle; and from her being full of troops, that it was her intention to board the Mermaid; especially as he suffered her to approach close alongside without annoyance. At a quarter before seven o'clock the action commenced, both ships steering before the wind; it was maintained with great gallantry on both sides till about half past nine, when the Mermaid's mizen-mast and main-top-mast being shot away, the wreck of which rendered several of the aftermost guns useless; and having also received some

dangerous shot in her hull, which occasioned the ship to make a great deal of water: the remaining masts tottering, with most of the standing and running rigging cut to pieces, Captain Newman found himself under the necessity to relinquish the combat, and suffer his antagonist to make off, who appeared equally disabled with himself: the slaughter must have been very considerable, as they were perceived throwing overboard a great number of killed. The Mermaid had only three killed and thirteen wounded.

On the 18th, at day-light in the morning, Captain Durham, in the Anson, with the Kangaroo in company, discovered the same enemy's frigate to leeward, with the loss of her fore and main-top-masts; the Anson was without her mizen-mast and main-yard, with her bowsprit and fore-yard much wounded by shot in the action on the 13th. Both ships thus crippled, Captain Durham bore down and brought her to close action, which was bravely disputed for an hour and a quarter, when the enemy surrendered, and proved to be La Loire, commanded by Joseph Andrien Segone, pierced for 50 guns, mounting 46, with 664 men, including troops, 48 of whom were killed, and 75 wounded. The Anson had two killed; Lieutenant Abell, of the marines, three midshipmen, and ten men wounded. La Loire had on board clothing complete for 3000 men, 1020 muskets, 200 sabres, 360 pouches, 25 cases of musket ball cartridges, one brass field piece, with a great quantity of ammunition and intrenching tools. Captain Durham makes honourable mention of the steady and good behaviour of his officers and petty officers, and acknowledges the services of lieutenants Bell

and Derring of the marines who commanded the carronades.

On the 20th, Captain Thomas Byam Martin, being on a cruize in the Fishguard, of 40 guns, fell in with a large French frigate, and, after an hour's running fight; brought her to close action, which lasted for 25 minutes, when the Fishguard became perfectly ungovernable, the whole of her running rigging being entirely cut to pieces. The enemy taking advantage of her crippled situation, endeavoured to make off; but by the active exertions of Captain Martin, his officers and men, in replacing the damages, he was soon enabled to close with her again, and renewed the battle with great spirit and resolution, which terminated in an hour and fifty minutes, by his antagonist hauling down her colours. She proved to be L'Immortalité, a new frigate, mounting 42 guns, twenty-four-pounders on the main deck, and nine-pounders with forty-two-pound carronades on the quarter-deck and fore-castle, commanded by M. Le Grand, who, with General Menage, second in command of the troops, was killed in the action. She was one of the squadron that composed the expedition to Ireland, and had on board 580 men, including troops. The loss she sustained in the engagement amounted to ten officers and 44 men killed; wounded 61. The Fishguard had ten men killed; Lieutenant Gerrard, of the marines, and 25 wounded, 13 of whom very badly.

On the 23d, Captain Richard King, in the Sirius of 36 guns, having been ordered to reconnoitre the enemy's force in the Texel, at eight o'clock on the following morning discovered two Dutch frigates at some distance to windward, to which he instantly gave chace.

Captain King finding that the Sirius had greatly the advantage in point of sailing, stood on until he could fetch the weathermost frigate, in order to prevent their junction. At nine o'clock Captain King accomplished his wishes, being within musket shot, the enemy brought to, fired a gun to leeward, and hauled down her colours. Her consort kept standing on with all sail set; and although nearly out of sight by the time the prisoners were exchanged, the Sirius got within musket-shot of her at five o'clock in the evening, and commenced a running fight, which continued about half an hour, when she struck, having eight men killed, and fourteen wounded; her masts, sails, rigging, and hull much damaged. These ships proved to be the Waakzaamheid, Captain Neirrop, (senior captain) mounting 26 guns, 24 nine-pounders on the main deck, two six-pounders on the fore castle, 100 Dutch seamen, and 122 French troops; also 2000 stand of arms: the other the Furie, Captain Platz, of 36 guns, 26 twelve-pounders on the main deck, and ten six-pounders on her quarter-deck and forecastle, 150 Dutch seamen, and 165 French troops; also 4000 stand of arms: both ships had besides a quantity of ordnance stores on board. The Sirius had only one man wounded.

In the month of November, the Margaret armed tender, commanded by Lieutenant John Pollexfen, with dispatches from Vice-admiral Kingsmill to Captain Home of the Cæsar, was wrecked on the western coast of Ireland, and the crew perished.

On the 7th of December, the Colossus, of 74 guns, commanded by Captain George Murray, on her return home with a convoy from Lisbon, meeting with contrary winds and stormy weather at the mouth of the

Channel, put into Scilly Road: on the same evening the wind increased to a heavy gale, in which she parted her cables, and drifted on a ledge of rocks, called Southern Wells; the ship was totally lost; but the crew, excepting one man, was saved by the active exertions of the islanders, who went off in open boats to her relief, at imminent risk. She had on board several passengers.

On the 14th La Coquille, one of the French frigates taken by Sir John Warren's squadron lying in Hamoaze, took fire and blew up, by which melancholy accident three young gentlemen, midshipmen, seven seamen, and three women perished: about 20 were saved by the boats of the ships in Hamoaze.

On the same day the Ambuscade, Captain Henry Jenkins, being on a cruize in the bay, fell in with, and after a severe engagement, was captured by La Bayonnaise French privateer of 32 guns, and 300 men. Captain Jenkins was wounded early in the action by a musket ball through the groin, which carried away the top of the thigh bone. The master was wounded severely, but kept his station on deck until another ball killed him; Lieutenant Sinclair of the marines, endeavouring to support him, received a ball in his shoulder; it being the second wound he had received in the action, he was forced to go below: the first lieutenant, Mayne, was killed. A gun burst on the main deck, threw the people into confusion, and in spite of every effort of Mr. Briggs, the second lieutenant, they could not be made to stand to their quarters. At this period the Bayonnaise being to windward, ran her bowsprit through the mizen shrouds of the Ambuscade, and grappled her. A French colonel and about 50 soldiers then boarded

from the bowsprit; the quarter-deck being cleared, they took possession of the ship, driving all below. In this conflict the colonel and eleven men were killed. The Bayonnaise masts and bowsprit soon after went by the board. The loss sustained by the Ambuscade was 10 killed, and 36 wounded, including Captain Jenkins, and Lieutenant Sinclair, of the marines. The enemy carried their prize into Rochfort.

We shall now take into consideration the naval transactions which occurred on the coast of Portugal and in the Mediterranean.

Admiral Earl St. Vincent still continued to blockade the port of Cadiz, and from the activity and vigilance of his cruizers, vast numbers of the enemy's privateers were taken, and the trade to the coast of Portugal effectually protected.

On the 8th of January Captain C. H. Pierrepoint, in the King Fisher brig, being about 50 leagues to the westward of the Burlings, fell in with, and, after a smart action, captured La Betsey, a French ship privateer, pierced for 20 guns, but mounting only 16 six-pounders and 118 men, one of whom was killed, the first and second captain and six seamen wounded. The King Fisher had only one seaman wounded.

On the 3d of February Captain H. Downman, in the Speedy brig, being off Vigo, displayed great gallantry and good conduct in a severe action with a French brig privateer, which, after having crippled the Speedy, made sail and escaped by her superiority in sailing. The Speedy had five killed, among the number Lieutenant Dutton and Mr. Johnstone the boatswain; and five badly wounded. Captain Downman, at the commencement of the combat, had a prize in company which the

privateer took, and was afterwards recaptured by the Speedy: the Frenchmen on board informed him that his antagonist was La Papillon, pierced for 18 guns, mounting 14, twelve and ten-pounders, manned with 160 men.

Sir Horatio Nelson joined Earl St. Vincent off Cadiz, April 29 and on the 30th, was detached into the Mediterranean with a small squadron, consisting of three sail of the line, two frigates, and a sloop of war. At two o'clock in the morning on the 22d of May, the squadron encountered a violent gale of wind in the Gulf of Lyons, in which the Vanguard lost her fore-mast and topmasts; the frigates having parted company, the line of battle ships bore up for Sardinia, the Alexander taking in tow the Vanguard; it was with much difficulty they reached the road of St. Pierre on the 24th. By the active exertions of Captain Berry the Vanguard was equipped with a jury fore-mast and top-masts, and on the 28th the squadron put to sea, and reached the rendezvous on the 4th of June; the following day it was joined by Captain Hardy in La Mutine, who brought the acceptable intelligence that Captain Trowbridge had been detached from the fleet with ten sail of the line and a fifty-gun ship to reinforce the squadron. A junction was happily effected at sun-set on the 8th. Sir Horatio Nelson immediately went in quest of the enemy's fleet, which he had certain intelligence had sailed from Toulon on the 22d of May, with the wind at N.W. which naturally led him to conclude that their course was up the Mediterranean; La Mutine was immediately dispatched to Civita Vecchia and along the Roman coast to gain intelligence, whilst the admiral, with the fleet, steered towards Corsica, which island they made

on the 12th; and passing between the islands was the following day rejoined off the Roman coast by La Mutine, without Captain Hardy's being able to gain any intelligence of the enemy. The admiral was now determined to proceed off Naples.

On the 16th, being in sight of Mount Vesuvius, Captain Trowbridge was sent in La Mutine to obtain what information he could from Sir William Hamilton. He returned with a report only that the French fleet were gone towards Malta. The admiral lost no time in pushing, by the shortest cut, for that island, and on the 20th passed through the Faro di Messina with a fair wind. A boat sent off by the British consul, informed the admiral that Malta had actually surrendered to the French. A plan was immediately formed to attack their fleet at Goza, where it was reported they were at anchor.

At day-light on the 22d of June, La Mutine spoke with a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N.W. The admiral instantly bore up and steered to the S. E. with all possible sail. From this time to the 29th the fleet had only spoken with three vessels, two of which had come from Alexandria, and the other from the Archipelago, without having seen any thing of the enemy's fleet. On the same day they saw the Pharos Tower of Alexandria; and on approaching the land with a press of sail, saw distinctly both the harbours, in neither of which, to the admiral's great disappointment, was a French ship to be seen. He now shaped his course for the coast of Caramenea, which was discovered on the 4th of July; and steered along the south side of Candia, under a press of sail, with a contrary wind both night and day, until the 18th

when they made the island of Sicily, and entered the port of Syracuse. Although many of the ships were in great want of water from not having had a supply since the 6th of May, the fleet was completed and ready for sea in five days. On the 25th of July they again sailed without having been able, whilst at Syracuse, to obtain any certain intelligence of the destination of the enemy. Sir Horatio Nelson being still prepossessed that a descent on Egypt was their object, steered for the Morea, where it occurred to him that some authentic information might be obtained.

On the 25th, the fleet being off the Gulph of Caron, Captain Trowbridge was dispatched in the Culloden to get intelligence; having learned from the Turkish governor that the French fleet had been seen steering to the S. E. from Candia about four weeks before, he returned, after about three hours' absence. Upon this information the admiral was resolved once more to visit Alexandria, and accordingly steered for that place.

On the 1st of August, at noon, they were in sight of the Pharos of Alexandria, and observed the harbours to be full of shipping. Soon after the Zealous, Captain Hood, discovered the enemy's ships of war at anchor in Aboukir bay, in line of battle, which he instantly communicated by signal, with their number. The admiral directly hauled his wind, and was followed by the whole fleet with the greatest alacrity. The signal was also made to prepare for battle, and that it was the admiral's intention to attack the enemy's van and centre as they lay at anchor, according to a plan which he had for some time before communicated to the captains of his squadron. The admiral's idea in this disposition of his force was, first, to secure the victory, and then to make

the most of it, as circumstances would permit. A bower cable of each ship was immediately got out abaft, and bent forward. The fleet carrying sail and standing in close line of battle for that of the enemy's, which appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. The position of the enemy presented the most formidable obstacles: but the admiral viewed these with the eye of a seaman determined on attack, and it instantly struck his eager and penetrating mind, that where there was room for an enemy's ship to swing, there was room for one of our's to anchor. No further signal was necessary than those which had already been made. The action commenced at sun-set, which was at 31 minutes past six, with an ardour and vigour which it is impossible to describe. The Goliah and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from their batteries and gun-boats, with which their van was strengthened. These two ships with the Orion, Audacious, and Theseus, took their stations inside the enemy's line, and were immediately in close action. They were unavoidably exposed to the whole broadsides of the French line, until they could take their respective stations; the enemy received them with great firmness and deliberation, no colours were hoisted on either side, nor a gun fired, till the British van ships were within half gun shot. The Vanguard anchored the first on the outside of the enemy, and was opposed within pistol shot to Le Spartiate, on whom she opened a most tremendous fire, covering the approach of those in the rear,

which were following in close line. The Minotaur, Defence, Bellerophon, Majestic, Swiftsure, and Alexander came up in succession, and passing within hail of the Vanguard, took their respective stations, opposed to the enemy's line. As the ships anchored by the stern, the line became inverted from van to rear.

Captain Thompson of the Leander of 50 guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart hawse of Le Franklin, raking her with great success; the shot from the Leander's broadside, which passed that ship all striking L'Orient, the flag-ship of the French commander-in-chief. At about seven o'clock, total darkness came on: but the whole hemisphere, was, at intervals, illuminated by the fire of the hostile fleets. The British ships had at this time hoisted their distinguishing lights by a signal from the admiral. The battle now raged with unremitting fury. In less than twelve minutes Le Guerrier, the van ship of the enemy, was dismasted; and in ten minutes after, the Conquerant and Le Spartiate the second and third ships shared the same fate. At half past eight, L'Aquillon and Le Souverain Peuple, the fourth and fifth ships in the enemy's line were taken possession of by the British. At the same time, Captain Berry sent Lieutenant Galway, of the Vanguard, with a party of marines to take possession of Le Spartiate; that officer returned by the boat the French captain's sword, which Captain Berry delivered to the admiral, who was then below, in consequence of a severe wound which he had received in the head during the heat of the action. Victory now ap-

peared t declare itself in favour of the British, for although L'Orient, L'Heureux, and Tonnant, were not taken possession of, they were considered as completely in their power.

At ten minutes after nine, a fire was observed on board L'Orient, the French admiral's ship, which seemed to proceed from the after part of the cabin, and increased with such rapidity, that the whole after part of the ship was soon involved in flames. This circumstance Captain Berry immediately communicated to the admiral, who though suffering severely from his wound, came upon deck, where the first consideration that struck his mind, was concern for the danger of so many lives; to save as many as possible of whom, he ordered Captain Berry to make every practicable exertion. A boat, the only one that could swim, was instantly dispatched from the Vanguard, and other ships, which were in a condition to do so, followed the example; by which means the lives of above seventy Frenchmen were saved. The cannonading was still partially kept up to leeward of the centre till about ten o'clock, when L'Orient blew up with a most tremendous explosion. An awful pause, and death-like silence for about three minutes ensued, when the wreck of the masts, yards, &c. which had been carried to a vast height, fell down into the water, and on board the surrounding ships. A port-fire from L'Orient, fell into the main royal of the Alexander, the fire occasioned by which, was however extinguished in about two minutes, by the active exertions of Captain Ball. The Bellerophon, whose masts and cables had been entirely shot away, could not retain her situation abreast of L'Orient, and drifted out of the line to the lee side of the bay, a little before the ship

blew up; by which fortunate circumstance she perhaps escaped being demolished.

On the termination of this awful scene, the firing recommenced with the ships to leeward of the centre till twenty minutes past ten, when there was a total cessation of firing for about ten minutes; after which it was revived till about three in the morning, when it again ceased.

The victory having been secured in the van, such of the British ships as were in a condition to move, went down to attack the fresh ships of the enemy. At five minutes past five in the morning, the two rear ships, Le Guillaume Tell and Le Genereux, were the only French ones of the line that had their colours flying. At fifty-four minutes past five, L'Artemise, French frigate fired a broadside and struck her colours; but such was the unwarrantable and infamous conduct of the French captain, that after having thus surrendered, he set fire to his ship, and with part of the crew, made his escape on shore. Another of the French frigates, La Serieuse appeared to have been sunk from the fire of some of the British line; but as her poop remained above water, her men were saved upon it, and were taken off by the boats of the fleet. At eleven o'clock Le Genereux, and Guillaume Tell, with the two frigates, La Justice, and La Diane, cut their cables and stood out to sea, pursued by the Zealous, Captain Hood: but as there was no other ship in condition to support her, she was recalled: and these ships effected their escape.

The whole day of the 2d, was employed in securing the ships that had struck, excepting the Tonnant and Timoleon, as they were both dismasted, and consequently could not escape; they were left for the last to

be taken possession of. The enemy availed himself of this opportunity, and on the morning of the 3d, set fire to La Timoleon, and the cable of La Tonnant being cut, she drifted on shore; but by the active exertions of Captain Miller of the Theseus, she was soon got off again, and added to the British line.

Through Captain Trowbridge's great zeal to get into action, the Culloden in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal, running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the efforts of that able officer, and his ship's company, she was not got off, until the morning of the 2d; when it was found she had suffered considerable damage; that her rudder was beaten off, and she could scarcely be kept afloat with all pumps going. In four days, however, by the persevering and indefatigable exertions of Captain Trowbridge, a new rudder was made, and shipped; and the Culloden was again fit for actual service, though still very leaky.

During the action, the shores of the bay were lined with the Arabs and Mamelukes; who saw with a degree of exultation almost equal to the British, that victory was decisively in their favour. To demonstrate their transport, they illuminated the whole coast and country, as far as could be seen for three successive nights.

Sir Horatio Nelson next bent his attention to those of the enemy who were wounded, by establishing a truce with the commandant of Aboukir; and through him made communication with the commandant of Alexandria; signifying his intention to allow all the wounded Frenchmen to be taken a-shore, with their own sur-

geons to attend them. This proposal was well received by the French, and immediately carried into effect.

So soon as the prizes were completely secured, and every thing wore a more tranquil aspect; the admiral's first consideration was to offer up his thanksgiving to that Supreme Being, to whom he felt the strongest emotions of gratitude for the signal success, which by his divine favour had crowned his endeavours with victory. He accordingly, issued the following memorandum to the captains of his squadron.

"*Vanguard, off the Mouth of the Nile.*
2d Day of August, 1798.

"Almighty God having blessed his Majesty's arms with a victory; the admiral intends returning public thanksgiving for the same, at 2 o'clock this day, and he recommends every ship doing the same, as soon as convenient.

"*To the respective Captains of the Squadron*"

This solemn act of gratitude to Heaven, seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, "that it was no wonder we could preserve such order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion."

The following memorandum was also issued to all the ships, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron.

"*Vanguard, 2d Day of August,* 1798,
off the Mouth of the Nile.

"The admiral most heartily congratulates the captains, officers, seamen, and marines, of the squadron he has the honour to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks, for their very gallant behaviour in this glorious battle. It must forcibly strike every British seaman, how superior their conduct is, when in *discipline and good order,* to the riotous behaviour of lawless Frenchmen.

"The squadron may be assured the admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the commander in chief.

"*To the Captains of the Ships of the*
Squadron."

After this glorious victory obtained over the French fleet, the captains of the British squadron presented their gallant chief, each with some relic made from the wreck of L'Orient: one of them was a coffin made from the wood and iron work of her main mast, and presented to the admiral, by Captain Benjamin Hallowell, of the Swiftsure, accompanied with the following note.

Swiftsure, August, 1798.

SIR,

"I have taken the liberty of presenting you a coffin, made from the main-mast of L'Orient, that when you have finished your military career in this world, you

may be buried in one of your trophies; but that, that period may be far distant, is the earnest wish of your sincere friend.

"B. HALLOWELL.

"Sir Horatio Nelson, Rear-admiral of the Blue, &c."

On the 5th day of August, Captain Berry, of the Vanguard, sailed in the Leander, with the admiral's dispatches to the commander in chief, off Cadiz, of which the following is a copy;

"*Vanguard, off the Mouth of the Nile, August 3d*, 1798.

"My Lord,

"Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sun-set, on the 1st of August, off the mouth of the Nile. The enemy were moored in a strong line of battle, for defending the entrance of the bay, (of Shoals) flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible.

"Could any thing from my pen add to the characters of the captains, I would write it with pleasure; but that is impossible.

"I have to regret the loss of Captain Westcott, of the Majestic, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant, Mr. Cuthbert, that I have given him an order to command her till your lordship's pleasure is known.

"The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it; but I had no ship in a condition to support the Zealous, and I was obliged to call her in.

"The support and assistance I have received from Captain Berry, cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck; but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in L'Orient.

"Herewith I transmit you the lists of the killed and wounded, and the lines of battle of ourselves and the French.

"I have the honour to be, &c.

"HORATIO NELSON.

"To Admiral Earl St. VINCENT,
Commander in Chief, &c. off Cadiz."

BRITISH LINE OF BATTLE.

		Guns.	Men.
Culloden	Capt. T. Trowbridge	74	590
Theseus	—— R. W. Millar	74	590
Alexander	—— Alex. J. Ball	74	590
Vanguard	Rear-admiral Sir Horatio Nelson, K. B. Capt. Edw. Berry	74	595
Minotaur	—— Thomas Louis	74	640
Leander	—— T. B. Thompson	50	343
Swiftsure	—— B. Hallowell	74	590
Audacious	—— David Gould	74	590
Defence	—— John Peyton	74	590
Zealous	——Samuel Hood	74	590
Orion	—— Sir J. Saumarez	74	590
Goliah	—— Thomas Foley	74	590
Majestic	—— G. B. Westcott	74	590
Bellerophon	—— H. D. E. Darby	74	590
La Mutine Brig			

FRENCH LINE OF BATTLE.

	Guns.	Men.
Le Guerrier	74	700 taken.
Le Conquerant	74	700 taken.
Le Spartiate	74	700 taken.
L'Aquillon	74	700 taken.
Le Souverain Peuple	74	700 taken.

	Guns.	Men.	
Le Franklin, Blanquet, first contre amiral	80	800	taken.
L'Orient, Brueys, Admiral, Commander in Chief	120	1010	burnt.
Le Tonnant	80	800	taken.
Le Hereux	74	700	taken.
Le Timoleon	74	700	burnt.
Le Mercure	74	700	taken.
Le Guillaume Tell, Villeneuve, 2d con. ami.	80	800	escaped.
Le Genereux	74	700	escaped.

FRIGATES.

La Diane	48	300	escaped.
Le Justice	44	300	escaped.
L'Artimeze	36	250	burnt.
La Serieuse	36	250	dismasted and sunk.

Return of the killed and wounded in his Majesty's Ships under the Command of Sir Horatio Nelson, K.B. Rear-admiral of the Blue, in Action with the French, at anchor on the 1st of August, off the Mouth of the Nile.

Theseus—5 seamen, killed; 1 officer, 24 seamen, 5 marines, wounded—Total 35.

Alexander—1 officer, 13 seamen, killed; 5 officers, 48 seamen, 5 marines, wounded—Total 72.

Vanguard—3 officers, 20 seamen, 7 marines, killed; 7 officers, 60 seamen, 8 marines, wounded—Total 105.

Minotaur—2 officers, 18 seamen, 3 marines, killed; 4 officers, 54 seamen, 6 marines, wounded—Total 87.

Swiftsure—7 seamen killed; 1 officer, 19 seamen, 2 marines, wounded—Total 29.

Audacious—1 seaman, killed; 2 officers, 31 seamen, 2 marines, wounded—Total 36.

Defence—3 seamen, 1 marine; killed; 9 seamen, 2 marines wounded—Total 15.

Zealous—1 seaman, killed; 7 seamen, wounded—Total 8.

Orion—1 officer, 11 seamen, 1 marine, killed; 5 officers, 18 seamen, 6 marines, wounded—Total 42.

Goliah—2 officers, 12 seamen, 7 marines, killed; 4 officers, 28 seamen, 9 marines, wounded—Total 62.

Majestic—3 officers, 33 seamen, 14 marines, killed; 3 officers, 124 seamen, 16 marines, wounded.—Total 193.

Bellerophon—4 officers, 32 seamen, 13 marines, killed; 5 officers, 126 seamen, 17 marines, wounded—Total 197.

Leander—14 seamen, wounded.

Total—16 officers, 156 seamen, 46 marines, killed; 37 officers, 562 seamen, 78 marines, wounded—Total 895.

The admiral soon after sent the Hon. Captain Capel, of Le Mutine sloop of war, with a copy of his dispatches to the commander in chief, with orders to land at Naples, and proceed from thence to England. He also dispatched Lieutenant Duval, of the Zealous, over-land, with a letter to the governor of Bombay, of which the following is a copy :

"*Vanguard, Mouth of the Nile,*
9th August, 1798.

"SIR,

"Although I hope that the consuls, who are, or ought to be, resident in Egypt, have sent you an express of the situation of affairs here; yet as I know Mr. Baldwin has some months left Alexandria, it is possible you may not be regularly informed: I shall therefore relate to you briefly, that a French army of 40,000 men in 300 transports, with 13 sail of the line, 11 frigates, bomb vessels, gun-boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th, they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call victories. As I have Buonaparte's dispatches now before me, which I took yesterday, I speak positively; he says, "I am now going to send off to take Suez and Damietta:" he does not speak favourably of either country or people; but there is such bombast in his letters, that it is difficult to get at the truth; but you may be sure he is only master of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French vessels are at Suez, to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God in Egypt, will overthrow these pest of the human race. It has been in my power to prevent 12,000 men from leaving Genoa, and also to take 11 sail of the line and two frigates; two sail of the line, and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile, at anchor; it began at sun-set, and was not finished at three the next

morning; it has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you, that the French have 4000 men posted at Rosetta, to keep open the mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend my holding our present position: for Bonaparte writes his distress for stores, artillery, and things for their hospital, &c. All useful communication is at an end between Alexandria and Cairo: you may be sure I shall remain here as long as possible. Bonaparte had never yet to contend with an English officer; and I shall endeavour to make him respect us.

"This is all I have to communicate; I am confident every precaution will be taken to prevent in future any vessels going to Suez, which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shaken with the wound in my head, that I am sensible I am not so clear as I could wish; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our king and country.

"I have the honour to be, &c.

(Signed) "HORATIO NELSON."

This important victory was no sooner made known at Constantinople, than the grand signor directed a superb diamond aigrette (called a Chelengk or plume of tri-

umph) taken from one of the imperial turbans, with a pelice of sable fur of the first quality, to be sent to Sir Horatio Nelson. He directed also a purse of 2000 sequins to be distributed among the British seamen wounded at the battle of the Nile. The Grand Signor's mother sent the admiral a rose set with diamonds, of great value.

The Island of Zante presented him with a gold-headed sword and cane, as an acknowledgment, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.

On the 18th of August Rear-admiral Nelson having refitted the ships of his fleet and prizes, in the best manner the stores which he had would permit, sailed from the bay of Aboukir, leaving Captain Samuel Hood, with four sail of the line and two frigates, to block up the port of Alexandria, and also to intercept any supplies which might be sent to the French army.

On the 22d of September Sir Horatio Nelson arrived at Naples in the Vanguard, accompanied by the Thalia frigate: here he found the Culloden, Alexander, and Bonne Citoyenne, which had arrived four days before him. The King of Naples instantly went off in his barge, and honoured the admiral with a visit on board the Vanguard, where he continued until she anchored. When Sir Horatio Nelson landed, he was received amidst the repeated shouts of a rejoicing people, who looked up to him as their deliverer. The King of Naples created him Duke of Bronti, and ceded to him a territory annexed to it, worth 3000l. per annum; at the same time presented him with a sword richly set with brilliants, value 60,000 ducats.

The French prizes were entrusted to the care of Sir James Saumarez, with a detachment of the fleet; they stopped at the port of Augusta, in Sicily, to get water and refreshments; from thence proceeded off Malta; and, in conjunction with the Portuguese squadron, under the command of the Marquis Nizza, summoned the French to surrender and evacuate that island, which was peremptorily refused by M. Vaubois, the commander in chief of the Valetta: Sir James Saumarez therefore sailed for Gibraltar, and left the Portuguese to block up the ports on that island.

The news of this victory was brought to England, October the 2d, by the Hon. Captain Capel of La Mutine, and universal joy was demonstrated by public rejoicings and illuminations for several days. A subscription for the relief of the widows and children of the brave men who fell nobly fighting in the defence of their king and country, was opened at Lloyd's Coffee-house on the same day the news arrived, and 1100l. immediately were subscribed.

On the 6th his Majesty created Sir Horatio Nelson a peer of Great Britain, by the title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk.

The thanks of both houses of parliament were voted to the gallant admiral, the captains, officers, seamen, and marines, for the resolute and intrepid conduct which they displayed on this occasion. The captains were ordered to be presented with gold medals emblematical of the victory; Captain Hardy, of La Mutine, (the only sloop in company,) was promoted to the rank of post captain into the Vanguard, in the room of Captain Berry, sent with the admiral's dispatches to Earl St. Vin-

cent; and the first lieutenants of the line of battle ships, (the Culloden excepted, which was not in the action having unfortunately run aground) to be masters and commanders. The parliament of Great Britain voted a pension of 2000l. per annum; the East India Company presented him with 10,000l.; the City of London a sword valued at 200 guineas; also a sword to each of the captains who were in the engagement; with the freedom of the city in a gold box of 100 guineas to Captain Berry; and the Turkey Company a piece of plate of great value. The captains of the fleet under Lord Nelson, ordered an elegant sword to be made and presented to his lordship, the hilt of which was to represent a crocodile, with the names of the ships, and their commanders engraven on it.

The sword of the French admiral, M. Blanquet, which was surrendered to Sir Horatio Nelson, was entrusted to the Hon. Captain Capel, to present to the City of London from that gallant commander, with the following letter:

Vanguard, Mouth of the Nile,
August 8, 1798.

"My Lord,

"Having the honour of being a freeman of the city of London, I take the liberty of sending to your lordship the sword of the commanding French admiral, (M. Blanquet,) who survived after the battle of the 1st, off the Nile; and request that the City of London will honour me with the acceptance of it, as a remembrance that Britannia still rules the waves; which that

she may ever do, is the fervent prayer of your lordship's.

" Most obedient servant,

" HORATIO NELSON.

On the 16th of October the committee appointed to consider the best manner of disposing of the sword presented to the court by Admiral Nelson, reported the following resolution, which was agreed to; " That the sword delivered up to our gallant hero, Lord Nelson, by the French admiral, M. Blanquet, be put up in the most conspicuous place in the common council chamber, with the following inscription engraved on a marble tablet."

" The sword of Mons. Blanquet, the commanding French admiral, in the glorious engagement off the Nile, on the 1st of August, 1798, presented to the court by the Right Hon. Rear-admiral Lord Nelson."

We shall now relate such events as occurred previous to the battle of the Nile, and from thence resume our chronological order.

On the 14th of May, Captain Middleton, in the Flora, gave chace to a French brig corvette, which took shelter in a small harbour on the island of Corigo. There not being a sufficient depth of water for the Flora to follow her, Captain Middleton dispatched his boats armed, under the directions of Lieutenants Russel and Hepenstall, to cut her out; which service they effected in a most gallant manner, bringing her off in triumph, notwithstanding a heavy fire from two batteries at the entrance of the harbour, with the loss of one man killed and eight wounded. She proved to be Le Mondovi, of 16 guns,

and 61 men, one of whom was killed, eight wounded, and four drowned.

On the 16th of June Captain Henry Digby, in the Aurora, being off Curmes, discovered a Spanish brigantine and schooner at anchor in the harbour, which he destroyed, by sending the ship's boats in arms, under the command of Lieutenant Lloyd. On the 19th Captain Digby chased and drove on shore a corvette and two brigs in the harbour of Cedeira. On the 22d he gave chase to a ship off Cape Machichicao, scudding with a N. W. wind between him and the land, which he soon perceived to be an enemy's cruizer: on observing the Aurora to be in pursuit of her, she hauled more in for the land, and at half past three in the afternoon anchored under a fort and hoisted French colours. At four the Aurora arrived within half gun-shot of the enemy, and discharged three or four broadsides into her with such effect that her masts fell over the side, and her cables (riding with three ahead) being shot away, she drove on shore among the rocks, the sea making a breach over her. The wind having increased to a hard gale, right on the shore, Captain Digby was obliged to haul out and stand to sea, leaving the enemy to his fate. Two days after Captain Digby learned, by the crew of a Spanish fishing boat, that she had gone to pieces, and many people had been killed and wounded from the fire of the Aurora.

On the 27th the Sea-horse frigate, commanded by Captain Edward James Foote, being about 12 leagues from the island of Pantelaria, in quest of the squadron under the command of Rear-admiral Nelson, fell in with and after a chase of twelve hours, and a close action of eight minutes, captured La Sensible, French frigate,

commanded by M. Bourde, Capitaine de Vaisseau mounting 36 guns and 300 men, eighteen of [illegible] were killed, the first and second captains with 35 [illegible] wounded. She was on her passage from Malta to Toulon with an account of that island; and had on board the General of Division M. Baraguey D'Hilliers. The Seahorse had two men killed, Mr. Wilmot the first lieutenant, and 15 men wounded.

On the 15th of July Captain Manly Dixon, in the Lion of 64 guns, about twenty-nine leagues from Carthagena, discovered, at nine o'clock in the morning, four Spanish frigates, viz. Pomona, 42 guns, 350 men, Don Felix O'Neil, commodore; Don Francis Villamil, captain—Dorothea, ditto ditto, 370 ditto, Don Manuel Gerraro—Cassilda, ditto ditto, 3[illegible]0 ditto, Don Deam. Ferrara—and Proserpine, ditto ditto, 350 ditto, Don Quaj. Bial. At a quarter past eleven he brought them to close action, and continued with great briskness till ten minutes past one in the afternoon, when three of them made sail, and left the fourth to her fate, which had lost her fore-top-mast previous to the engagement. She proved to be the Dorothea of 42 guns and 370 men, commanded by Don Manuel Gerraro. Captain Dixon could get but an imperfect account of the numbers killed and wounded, but from the report of the prisoners, about 20 were killed and 32 wounded. The Lion had only two wounded; but was so much cut up in her masts, sails, and rigging, that she was rendered incapable of pursuing the other frigates, which made off close by the wind to the N.W.

On the 7th of August, at five o'clock in the evening, Captain Loftus Otway Bland, in L'Espoir sloop of war, being about 5 leagues from Malaga, with a part of the

Oran convoy under his charge, discovered a large ship ...g as if with the intention of cutting off the convoy. ...o prevent which Captain Bland hauled out from them, and made sail to meet her. A little before seven he perceived her to be a man of war, and that she had hove to, to receive him. Having arrived within musket shot on the enemy's weather quarter, Captain Bland hoisted his colours, but the stranger without displaying his, hailed in an imperious manner, and in good English ordered him to go to leeward and strike, or he would sink him, at the same time firing a shot into L'Espoir, followed instantly by his whole broadside. A severe action ensued, and continued with much resolution on both sides till ten o'clock, when the enemy called for quarter and said he was a Genoese. Captain Bland repeated to him that he was a British man of war, and ordered him to lower his sails and come on board; to which he paid no attention, but kept shooting up as if to gain a situation to rake L'Espoir: thinking his force too great to be trifled with, Captain Bland directed a broadside to be poured into him, which he returned; but upon L'Espoir shooting a-head and tacking to give him the other, he again cried out, begging not to fire any more, that he was badly wounded, and would obey his orders immediately. Upon his lowering his sails all firing ceased; and when taken possession of, was found to be Liguria, Don Franc. de Orso commander, a Dutch frigate sold to the Genoese, mounting seventeen 18-pounders, four 12-pounders, ten 6-pounders, twelve long wall pieces, and four swivels, with 120 men on board, of all nations, seven of whom were killed, the first captain and thirteen men wounded. L'Espoir had

one killed, (Mr. Soulsby the master, a promising and active young man) and six men wounded.

On the 18th Captain Thompson in the Leander, having on board Captain Berry, charged with Rear-admiral Nelson's dispatches to the commander in chief, being about five or six miles off the west end of Goza, near the island of Candia, at day-break in the morning, discovered a large sail in the S. E. standing towards him with a fine breeze. The Leander being at this time becalmed, Captain Thompson soon made out the stranger to be a ship of the line. The Leander being above eighty men short of her complement, and a number on board who were wounded on the 1st of August, Captain Thompson did not consider himself justified in seeking an action with a ship so much his superior in point of size; he therefore took every means in his power to avoid it, but soon found that the Leander's inferiority of sailing made the attempt inevitable; he therefore steered a course, with all sail set, which he judged would receive his adversary to the best advantage. At eight o'clock the strange ship, being to windward, had approached within random shot of the Leander, with Neapolitan colours hoisted, which he then changed to French; Captain Thompson was not to be deceived, having plainly made him out to be such some time before. At nine, being within half gun-shot of the Leander's weather quarter, Captain Thompson hauled up sufficiently to bring the broadside to bear, and immediately commenced a vigorous cannonade on him, which he instantly returned. The ships continued nearing each other until half past ten, keeping up a constant and heavy fire. At this time the enemy availed himself of the disabled condition of the Leander to lay her on

board on the larboard-bow; but a most spirited and well-directed fire from the small party of marines on the poop and quarter-deck, supported by a furious cannonade, prevented the enemy from taking advantage of his situation, and he was repulsed with much slaughter. A light breeze giving the ships way, enabled Captain Thompson to disentangle himself from the enemy; and soon afterwards he had the satisfaction to luff under his stern, and passing him within ten yards, deliberately discharged every gun into him. The action was now continued without intermission, within pistol shot, until half past three in the afternoon, when the enemy with a light breeze (for it had hitherto been almost calm with a perfect smooth sea) passed by the Leander's bows and brought himself on her starboard side, where the guns had been nearly all disabled from the wreck of the spars which had fallen on that side. This producing a cessation of fire on her part, the enemy hailed to know if he had surrendered. The Leander was now totally ungovernable, being a complete wreck, not having a thing standing, but the shattered remains of the fore and main-masts, and the bowsprit, her hull cut to pieces, the decks full of killed and wounded, and perceiving the enemy, who had only lost his mizen top-mast, approaching to place himself athwart her stern, Captain Thompson in this defenceless situation, without the most distant hope of success, and himself badly wounded, asked Captain Berry if he thought he could do more? who coinciding with him that further resistance was vain and impracticable, directed an answer to be given in the affirmative, and the enemy soon after took possession of his Majesty's ship. Her antagonist proved to be Le Genereux of 74 guns commanded by M. Lejoille, chef

de division, who had escaped from the action of the first of August, having on board 900 men, 100 of whom were killed, and 188 wounded in the above contest with the Leander, whose loss was also considerable, having three midshipmen, twenty-four seamen, the serjeant and seven marines killed. Wounded, Captain Thompson, Lieutenant Taylor and Swiney; Mr. Lee the master, the boatswain, a master's mate, a midshipman, forty-one seamen, and nine marines. Total, 35 killed, and 58 wounded.

No sooner did Captain Thompson and his officers arrive on board Le Genereux, than they were plundered of every article belonging to them, save the clothes on their backs. They expostulated in vain with the French captain on this harsh treatment, and when they reminded him of the situation of the French officers made prisoners by admiral Nelson, in comparison with those now taken in the Leander, he coolly replied, "J'en suis faché, mais le fait est, que les François sont bons au pillage." Captain Berry expressed a wish to have a pair of pistols returned, of which he had been plundered. They were produced by the man who stole them, and immediately secured by the French captain himself, who told Captain Berry that he would give him a pair of French pistols to protect him on his journey home, but this promise he never performed. Captain Thompson and his gallant crew experienced various other acts of cruelty. They even carried their inhumanity to such an extreme, that at the very moment the surgeon of the Leander was performing the chirurgical operations, they robbed him of his instruments, and the wound which Captain Thompson had received was

nearly proving fatal by their forcibly withholding the attendance of his surgeon.

This savage treatment was even extended after their arrival at Corfu, as appears by the following letter, addressed to the lords of the admiralty, from Mr. Stanley, the British consul at Trieste.

"*Trieste, 3d December*, 1798.

"My Lords,

"Thirty seamen of the Leander, which was taken and carried into Corfu, arrived here from that island the 20th ultimo; these poor men were forced away in three small inconvenient vessels, ten in each, some of them badly wounded, and in a very weak state, being obliged to lie on the decks, exposed to the inclemency of the season, seventeen days. On Friday ten more arrived from the same place. The first thirty, having finished their quarantine of thirteen days, came out this morning much recovered from the attention of their health and food. The last ten have suffered more than the others, being twenty-three days on their passage, and so short of provisions, that, had not some passengers taken compassion on them, they must have perished, I am sorry to observe the French behaved very badly to them in the shortness of provisions. I hope by proper care, to restore these valuable meritorious men to their country and families.

"I have the honour to be, &c.

"EDWARD STANLEY,

"British Consul at Trieste."

"Right Hon. Lords Commissioners
of the Admiralty."

On the 22d of August Captain George Hope, in the Alcmene frigate, captured off Alexandria, Le Legere French gun-boat, charged with dispatches for Bonaparte, which were thrown overboard, but not unperceived by John Taylor and James Harding, seamen belonging to the Alcmene, who at the risk of their lives, (the ship then going between five and six knots) dashed overboard and saved the whole of them. These brave fellows were afterwards rewarded by the City of London with a pension of 20l. per annum.

On the 25th, at one o'clock in the morning, Captain Thomas Foley dispatched the boats of the Goliath, under the command of Lieutenant Debusk, to attack a French armed ketch which was moored under the guns of the castle of Aboukir; which service he effected by gallantly boarding her, and after an obstinate resistance of 15 minutes brought her off. She proved to be La Torride, mounting three long 18-pounders, four swivels, and well appointed in small arms, with a crew of 70 men, three of whom were killed; M. Martin Bedar, lieutenant de vaisseau, her commander, with 10 of his men, was badly wounded. In the attack Lieutenant Debusk and one man were wounded.

On the 2d of September the Seahorse and Emerald being off Alexandria, gave chace to a French gun-boat, which ran on shore, and anchored near an Arab town. The ships immediately dispatched their boats to bring her off; upon their approach the Frenchman opened his fire on them, cut his cable, and ran ashore among the breakers. The crew landed, and were instantly attacked by the Arabs, who put to death those that resisted, and stripped the rest of their clothes. Her commander, and a few of the men made their escape naked

to the beach, where the ships' boats had by this time arrived, and begged on their knees to be taken on board. Notwithstanding the surf ran extremely high, many of the men, with that humanity, which has so often characterized the British seamen, swam to the shore with lines and small casks, by which means they rescued the lives of those people from the fury of the Arabs. A young gentleman, midshipman of the Emerald, particularly distinguished himself, who, at the hazard of his own life, brought off M. Gorbonne, the commander of the gun-boat, which proved to be L'Anemene, of four guns, and 62 men, from Toulon and Malta, having on board General Carmin and M. Naleth, aid-de-camp to General Bonaparte. These officers were among the number killed by the Arabs.

On the 20th, Captain George Hope, in the Alcmene cut out of the road of Damietta, eight vessels laden with wine and other necessaries for the French army.

On the 9th of November, the expedition which was destined for the reduction of the Island of Minorca, under the command of General the Hon. Charles Stuart, and Commodore Duckworth, appeared off that island, and immediately landed a body of troops at Addaya Creek near Fournella, without opposition from the enemy, who evacuated the fort, first blowing up the magazines and spiking the guns. The troops proceeded on their march to Mercadel, which they entered without resistance, the enemy having retired to Ciudadella, and from thence to Mahon, while the squadron was actively employed in blocking up the different bays and creeks to prevent supplies being thrown into the island from Majorca. On the 9th a detachment of 300 men, under the command of the Hon. Colonel Paget, arrived

at Mahon, and compelled Fort Charles to surrender; by which he was enabled to remove the boom obstructing the entrance of the harbour, and give free passage to the Aurora and Cormorant to enter, they having been ordered on that service by Commodore Duckworth. On the evening of the 12th, four large ships were observed standing over from the island of Majorca, which information the general communicated to Commodore Duckworth, who instantly put to sea with part of his squadron, and went in quest of them. At day-break the next morning, five sail were seen standing for Ciudadella; the signal was made for a general chace, which the enemy observing, immediately hauled their wind for Majorca. The pursuit was continued until eleven at night, with little wind, when the commodore had arrived within three miles of the sternmost frigate, but fearful lest he should be drawn too far from the island of Minorca, he directed Captain Markham to pursue the enemy, and returned himself to Ciudadella, to co-operate with the army, if necessary.

On Commodore Duckworth's arrival off that place he learnt from General Stuart that the whole island had surrendered on terms of capitulation, to his Majesty's arms on the 15th. On the same morning Commodore Duckworth was joined by the Argo, Captain Bowen, in the chace, on the 13th, having recaptured the Peterel sloop of war, which had been taken on the 12th, by the above squadron of Spanish frigates. Captain Bowen learnt from the officers and crew of the Peterel, that they had been treated by the Spaniards with great harshness, by plundering them of their clothes, and other acts of cruelty: one of the seamen who resisted the Spaniards from robbing him of forty guineas, was murdered and thrown

overboard. Captain Markham rejoined the squadron without being so fortunate as to come up with the enemy's frigates.

A detachment of 150 seamen was landed to assist, and co-operate with the army, under the direction of Captain Bowen, but other essential service making it necessary for him to return to his ship, the command of the seamen devolved on Mr. William Buchannan, second lieutenant of the Leviathan, to whom General Stuart addressed the following letter:

"*Before Ciudadella, Nov.* 18, 1798.

"SIR,

"I have the honour to return you, and the gentlemen employed on shore, under your command, my sincere thanks for your activity, zeal, and assistance in forwarding the light artillery of the army; neither can too much praise be given to the seamen for their friendly and chearful exertions under very hard labour; exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgments, and affords me the satisfaction of assuring you, that I am, with sincere regard,

"Your's, &c.

"CHARLES STUART."

"Lieutenant Buchannan."

The general and commodore also make mention of the other captains, officers, seamen, and marines who were employed either on shore, or in covering the landing of the troops, and military stores, as having manifested the greatest zeal and activity. The conquest of

Minorca was effected without the loss of a single man: the Spanish troops composing the different garrisons on the island, consisted of between 3000, and 4000, including the governor, and other officers on the staff. A great quantity of ordnance and military stores were taken in the forts. In the arsenal at Mahon were found abundance of naval stores; the keel and stern-frame of a man of war brig on the stocks, with her timbers, part of her stores, and rigging, &c. Fourteen gun boats, from 36 to 20 feet keel, with their rigging in good order, and fit for service. Two large merchant ships, a xebeck, and four tartans, were taken in the harbour.

On the 28th of October, the island of Goza, near to Malta, surrendered on terms of capitulation to Captain Alexander John Ball, of his Majesty's ship Alexander, to whom Lord Nelson had entrusted the blockade of Malta, with three sail of the line, a frigate, and fire ship.

A most gallant action was fought off Naples, by the Herald, a letter of marque, belonging to Jersey, of about 80 tons, mounting ten guns of different calibres, (three, four, and six pounders,) manned with twenty-eight men; she was attacked by three French privateers at once, one of which mounted five eighteen pounders; the two others eight four pounders each. Pickstock, commander of the Herald, after a short, but animated address to his ship's company, began a most furious engagement; it lasted upwards of three hours, when the Frenchmen sheered off, much shattered, with the loss of 30 men killed and wounded. On Pickstock's arrival at Naples, he received the highest marks of attention and respect from all ranks, for his spirited behaviour. During the night of the engagement, a felucca, with twenty-two men, suddenly appeared alongside of the Jerseyman,

determined to board him; but a well-directed broadside from the Herald sent them all to the bottom.

The French Republican army having invaded the Neapolitan territory, and marching rapidly to Naples, in which capital the inhabitants had shewn evident signs of insurrection, his Sicilian Majesty, for his own safety, as well as that of his family, embarked on the 21st of December on board the Vanguard, and sailed to Palermo, in Sicily.

Four of his Majesty's ships were lost this year in the Mediterranean, viz. the Hamadryad, of 36 guns, Captain Thomas Elphinston, in the bay of Algiers; the Lively, of 32 guns, Captain J. N. Morris, at Rota Point, near Cadiz; the Aigle, of 38 guns, Captain Charles Tyler, on the coast of Barbary: and the Kingsfisher of 16 guns, Captain C. H. Pierrepont, on the bar of Lisbon. All the crews were saved.

The squadrons at North America and Newfoundland, were actively employed by the commanders in chief in the protection of the trade: nothing of any importance occurred. A few of the enemy's small privateers were taken.

On the 21st of June, the Princess Royal packet, with the mail on board for New York, commanded by Capt. J. Skinner, fell in with a French privateer brig, which she engaged with great gallantry for two hours, when it being calm, the privateer got out her sweeps and made off. The Princess Royal had only six guns mounted, and forty-nine people on board, including passengers and boys, the first of whom plied the small arms with much effect. It appeared afterwards from some American and British prisoners who were on board the privateer during the action, that she was called L'Avanture,

of Bourdeaux, mounting 14 long four-pounders, and two twelve-pounders, with eighty-five men on board, of whom two were killed, and four wounded. The privateer was so much disabled in her hull, masts, and rigging, that she was obliged to return to Bourdeaux.

We shall now enumerate the chief naval occurrences which, in the interim, took place at the Leeward Islands.

On the 3d of January, the George armed sloop of six guns and 40 men, commanded by Lieutenant M. Mackay, on her passage from Demarara to Martinico, was attacked and captured, after a most gallant resistance, by two Spanish privateers; the one a cutter of 12 guns, and 109 men; and the other a schooner of six guns, and 68 men. The George had eight men killed, and 16 wounded; among the latter Lieutenant Mackay. The enemy had 32 killed, and several wounded.

On the 16th, in the morning, Captain Mainwaring, in the Babet, being between the islands of Martinico and Dominica, observed a schooner standing towards him, which, on her nearer approach, finding that the Babet was a ship of war, hauled from her; the wind at this time dying away, she was obliged to have recourse to her sweeps. As the ship could not pursue her, Lieutenant Pym volunteered his services to attack her with the boats; Captain Mainwaring having an high opinion of this officer's resolution and good conduct, consented to his proposal. The launch and pinnace were accordingly dispatched in pursuit of the schooner, which by this time had got to such a distance, that it was four hours before they arrived within cannon shot of her, when she opened, and kept up an incessant fire, in spite of which, the boats pulled up alongside, and boarded her with the greatest resolution; and after a desperate

resistance, they carried her, with the loss of only one man killed and five wounded. The enemy proved to be La Desirée, of six guns and 46 men, three of whom were killed, and 15 badly wounded.

On the 17th of April, the Recovery schooner, of 10 guns, commanded by Lieutenant W. Ross, captured, after a smart action of fifty minutes, La Revanche French privateer schooner, of 12 guns, and 54 men, of whom three were killed, and nine wounded. The Recovery had none killed or wounded.

On the 7th of May Captain E. S. Dickson, in La Victorieuse, of 14 guns, convoying the trade from Trinidad to St. Kitt's, was attacked by two French privateers, which attempted to carry La Victorieuse by boarding; the one, a schooner, of 12 guns, and 80 men; the other, a sloop of six guns, and 50 men. The last was soon obliged to surrender, with the loss of four men killed and four wounded. She proved to be La Brutus. Captain Dickson not thinking it prudent to leave his convoy to go in pursuit of the schooner, she effected her escape, but not without being considerably damaged.

On the 3d of December, the above commander, in La Victorieuse, in company with the Zephir, and about 40 of the Royal Rangers, under the command of Major Lauriel, destroyed a small fort at Rio Caribe, on the island of Margueritta: at four o'clock the same afternoon he stood down to Gurcepano, and sent in a flag of truce to the commandant to say, that he should take out of the harbour a French privateer which he saw at anchor there. The commandant returned for answer, that he was determined to protect her from the forts. Upon which Captain Dickson ordered Major Lauriel to land with the troops, reinforced by about 30 seamen from the

sloops, which covered their landing, and attacked the forts in front whilst the party on shore stormed and carried both of them in about fifteen minutes, with the loss of only two men killed, and two wounded. These forts were defended by 200 men, who fled upon the approach of the British, after a feeble resistance. Captain Dickson also destroyed a Dutch privateer of two guns, and 13 men.

On the 1st of October, the Amelia and Eleanor, R. Spiers, master, on her passage from the coast of Africa to the West Indies with slaves, was attacked by a French privateer, of 18 guns, which, after a severe action of three hours and a half, she beat off. The Amelia and Eleanor put into Barbadoes with the loss of her foremast and bowsprit, four of his people badly wounded; one slave killed and four wounded.

On the 11th, the King William of Liverpool, T. Bent, master, with only fifteen effective men on board, also from Africa with slaves, about sixty leagues from Barbadoes, after a gallant resistance beat off a French privateer of 16 guns, and 170 men. The King William was a perfect wreck, having received 602 shots, the rigging and sails cut to pieces, one of her crew killed, and four wounded; eight slaves were wounded below, two mortally.

The squadron under the command of Sir Hyde Parker, at Jamaica, was stationed with such judgment, that scarcely a privateer or any other vessels of the enemy could escape the vigilance of his cruizers; an astonishing number were captured, with some valuable merchantmen.

On the 22d of April, brigadier-general the Honourable Thomas Maitland came to the resolution of evacu-

ating the towns of Port-au-Prince, St. Marc, and Arcahaye, with their dependencies. A flag of truce was accordingly dispatched to make his intentions known to the republican general Toussaint L'Overture, with a proposal for a suspension of arms, not to exceed five weeks, and also to guarantee the lives and properties of all the inhabitants who chose to remain. These terms being agreed to, and mutually exchanged and ratified by both parties, the troops, stores, and such of the inhabitants as wished to go, were embarked on board the Thunderer, Abergavenny, and other ships of war; and, on the 9th of May, the above places were delivered up to the French, and General Maitland proceeded to Cape Nichola Mole.

The Acasta and Ceres frigates commanded by Captain Lane and Otway, took and destroyed a vast number of French and Spanish privateers off Porto Rico, in the month of June. Captain Eyre also, in the Regulus, was extremely active on the coast of the same island; Lieutenant Good in the boats of the Regulus, very gallantly cut out of Aguada Bay, three vessels, and destroyed two others; although they were defended by the batteries in the bay; the loss was only one person killed, Mr. T. Finch, the master's mate.

In September, the Spaniards appeared off Saint George's Key, with a great force, consisting of fifteen sail of sloops and schooners, carrying from 12 to 22 guns, including two 24-pounders, and two 18 pounders, each had in the stern and prow. Six armed schooners not so large as the above. Eleven transports, victuallers, &c. all carrying bow and side guns; besides a great number of large launches, for the purpose of landing the troops, &c. This flotilla was manned by 500

seamen, and had on board 2000 troops. The expedition was commanded by Authur O'Neil, a field marshal in the armies of Spain, and captain-general of the Province of Yucaton. The Campeachy fleet was commanded by Captain Borea Negea. From the 4th till the 15th, they made several serious attacks, to land and dispossess the British of their settlements in the bay of Honduras, in all of which they were most gallantly repulsed, by the determined firmness and able conduct of Lieutenant colonel Barrow, and Captain Moss of the Merlin sloop of war, obliging the Spaniards to retreat in great confusion and with considerable loss. The British had not a man killed.

On the 6th of December, the Benson letter of marque, Captain Crosdale, on her passage to Jamaica, engaged a French corvette of twenty 9-pounders and 170 men, which she compelled to sheer off, after a smart contest of nearly three hours.

The squadron at the Cape of Good Hope, which chiefly cruized of the Mauritius, and on the coast of Madagascar, captured a great number of vessels, and detained several neutrals, laden in general with naval and military stores, some of which were condemned.

With respect to the East Indies it must be observed, that, notwithstanding the activity and vigilance with which the ships of war, under Rear-admiral Rainer, cruized, the two East India ships, the Raymond, Captain Smedley, and the Woodcot, Captain Hannay, were captured in Tellechery roads on the 20th of April, by La Precieuse, French frigate of 20 guns.

Captain Edward Cooke, who commanded Le Sybille, stationed for the protection of the trade in the China

seas, in company with the Fox, Captain Pulteney Malcolm, were particularly active. On the 4th of January, they left Macao, apparently convoying the Europe and country trade; but designedly on a cruize, to reconnoitre the Spanish force in the Philipines, and, if possible, to cut out from under the batteries of Manilla, the Rey Carlos, of 800 tons, belonging to the Spanish company, and the Marquesetta, an Amoy trader, reported to have on board 500,000 dollars; to attack all their armed dependencies, and annoy them as much as possible as they passed through the Archipelago. On the 11th they made Lucania, run along the shore, and on the 12th captured a coaster; took out of her only the cash, 4000 dollars, then liberated the vessel and people, desiring they would proceed on their voyage, and apprehend no further molestation. Next day they saw, and could have taken, several vessels of the same description, and, doubtless, equally valuable; Captain Cooke's prudence would not suffer him to desert the grand object for any trivial consideration. On the 13th in the evening, they entered the bay of Manilla, passing their signal-house, or corrigidor, as French frigates, and anchored as necessity made expedient. Next day they stood towards Manilla town; and by well-conceived, and well-conducted manœuvres, captured some vessels belonging to his Catholic Majesty, without hurting a single man on either side; viz.

A gun-boat carrying one 32-pounder, four swivels, 30 oars, 52 officers and men. Another, carrying one 24-pounder, four swivels, 28 oars, 50 officers and men. Another carrying one 24-pounder, four swivels, 30 oars, 50 officers and men. A guard-boat, rowing 12 oars, with 15 officers and men. A felucca, rowing 20 oars,

with 23 officers and men. Admiral Don Martin Alaba's barge, rowing 20 oars, with 23 officers and men. A government felucca, rowing 18 oars, with 21 officers and men. In all—seven boats, about 252 men, three great guns, 12 swivels, 27 muskets, 32 cutlasses, 18 half pikes, 13 pistols, 153 round shot, 137 grape shot, and 100 shells.

This was performed in broad day-light, between 11 and 3 o'clock, in view of all the people of Manilla and Cavita, and managed with admirable address. The guard-boat came first, with the 2d captain of the frigate, Maria de Cabega. The second boat was Admiral Alaba's barge, with the governor's nephew. The third boat, a felucca, with one of Alaba's aid-de-camps, bringing compliments of congratulation on their arrival; and information that all they could wish, or want, would be ready for them; and that boats were getting ready, with anchors and cables, to assist them into their ports.

These officers were so completely deceived, and entertained for an hour and a half, that they had no suspicions they were on board an English ship, and therefore opened their hearts freely on every subject. While this was transacting in the cabin, the boats' crews were handed into the ship, and the English sailors changed clothes with their boatmen, and then rowed up in their boats, in company with the English boats, and boarded and carried all their gun-boats that were out of the river. The people in the gun-boats finding it impossible to resist their impetuosity, surrendered immediately. This being perceived, and thought rather unaccountable on shore: the fourth boat was dispatched with the captain of the port, to enquire why the boats were detained. This officer and his crew were handed into the ship, and

were all entertained with dinner, and their boats' crews with fresh China beef and grog; thus they passed an interval of vexatious calm, that left no alternative, but this amusement. After this they had an unsuccessful breeze, that facilitated discovery, and prevented all further attempts in the bay. From these officers they ascertained the Rey Carlos was in the Cavita, and most likely a-ground there, and that the Marquesetta had relanded her money again, in consequence of a suspicious ship appearing off the islands, some days ago (supposed to be the Resistance). Hence the most lucrative part of this enterprize was frustrated, but the other was completely accomplished, that is, correct information of their naval force; viz. Europa, 74 guns; San Pedro, of 74 guns; Montaneger, of 74 guns; Maria de Cabega, of 36 guns; and Lucia, of 36 guns, all under equipment at the arsenal; but at that time nearly ready; with a number of gun-boats, all new and coppered and apparently very well appointed for the intended purpose.

Had the wind been propitious, that the English could have kept incog. a little longer, they might probably have been able to have burnt not only their ships of war, but the arsenal, on the night of the 14th. By 4 o'clock however, in the afternoon they were discovered to be enemies, so as to cause a general alarm round the bay. It was then time to be off, and to execute plans laid further to the southward; and, if possible, precede information that they were among the islands. The kind usage to the prisoners while on board, and giving them the guard boat, barge, and feluccas to return on shore in, without even obliging their officers to give their paroles, afforded them, and the natives in particular, an high idea of British generosity, and at the same time po-

sitive contradiction to the doctrine of their priests and alcaldies, who have taught them to believe the English to be a very barbarous enemy.

On the 15th of January, they left the bay, in company with the three prize gun-boats, one of which was unfortunately lost on the night of the 19th, in a hard squall; it is supposed she filled and foundered—there were in her, Lieutenant Rutherford of the Fox, and Mr. Nicholson, midshipman, from the same ship, and eleven seamen. Having coasted Mindora, Penay, Negros, and Majindanas, on the 23d they arrived off Samboangon; when, determined to attack the Spaniards, they anchored off their fort at a quarter past one o'clock, and found them vigilantly on their guard, ready to repel all their efforts; as soon as the ships and gun-boats were placed, a smart cannonading was kept up on them, and which they returned in a well directed fire. At three o'clock, finding their shot had done their fortifications very little hurt; the landing party was ordered into the boats, to attempt carrying the place by storm and escalade; on approaching the shore, the enemy were perceived in such numbers, and so well armed to contest the landing, and others in ambush, ready to annoy and cut off the retreat, that it was judged imprudent to hazard the attempt; the boats were therefore recalled, the cables cut, and the enterprize given up as impracticable. In the two hours they engaged the fort, Mr. Standings, master of the Sybille, was killed and one marine; and another wounded; on board the Fox there were four killed, one midshipman, and 16 seamen and marines wounded.

The ships continued to anchor within three miles of this place, repairing the damages they had received un-

til the 26th, when Captain Cooke proceeded to China, to be ready to convoy the India ships, first stopping at Pollock harbour to complete his water; here he unfortunately lost twelve of his men, who were attacked by the armed Klanos from ambush, among the mangroves; two were killed, and the rest were carried off. Every effort to recover them was made without success: Captain Cooke ordered their deserted village to be burnt, and on the 9th of February, sailed for China, where he arrived on the 3d of March.

On the 5th of April, the Princess Amelia, Captain Ramsden, caught fire by some accident off Enore, and was entirely consumed, notwithstanding every exertion was used by the crew to extinguish it. The number of souls on board, including passengers, amounted to 189, forty of whom perished, Mr. Millet, 5th mate, and 39 others.

On the 29th of May, the Crocodile snow sailed from Trincomalé, bound to Madras: on the 1st of June, just as they opened the Gulph of Manar, it came on to blow hard from the southward, with a tremendous cross sea, which obliged them to put before the wind under an easy sail, until day-light, when the leaks gained on the pumps. The crew and passengers continued to bail and pump till half past seven; but without effect, it was then determined to abandon the vessel, for which purpose the long boat that was towing a-stern, was hauled up, and 36 of the crew jumped into her; at this instant a sea struck the vessel, and threw her on her beam-ends, by which unfortunate accident they were unable to procure any provisions. In this situation they continued for four days and a half, without a morsel to eat, when they fortunately reached Monta-

pilly, Mr. Coutts, and four children, three native women and a child, from Cochin; with Mrs. Walters and two children, from Point de Galle, were drowned in the Snow.

On the 24th of July, the Resistance of 44 guns, commanded by Captain Edward Pakenham, was, by some unknown accident, blown up in the straits of Banca: that valuable and excellent officer, with the whole of the crew (excepting four seamen) perished. See *Mariner's Chronicle.*

1799.

Desperate Engagement between the Woolverine and two French Luggers—The Lancaster attacked by a French Privateer—Capture of L'Hirondelle—Engagements between the St. Fiorenzo and Amelia and three French Frigates and a Cutter Gunvessel—The French Fleet, twenty-five Sail of the Line, slip out of Brest—Success of Captain Winthorp's Squadron—The Benjamin and Elizabeth captured by two French Luggers, and recaptured by the Lacoon—A large French Privateer beat off by the Ship Planter—The Pylades and Espeigle Sloops of war and the Courier Cutter attack, with Success, some Enemy's Vessels—Capture of La Vestale, of the Thetis, and Santa Brigida—The Cerberus's Engagement with a Frigate—The Marquis of Granby captured, but retaken by the Commander—Capture of Le Guerrier, of L'Intrepida, and of Le Furet—Expedition to Holland—Engagements in the Mediterranean—Siege of Acre—Naval Transactions at the Leeward Islands—Jamaica &c.

ON the 8d of January, the Woolverine of 12 guns, and 70 men, commanded by Captain Mortlock, sailed from the Downs and being off Boulogne on the 4th, she

discovered two French luggers, one mounting 16 guns, the other 14, with 140 men each; the weather being thick and foggy, she was close to them before they saw one another. Captain Mortlock knew if they suspected the Woolverine to be a ship of war, they would make off. He therefore put her head towards them and hoisted Danish colours. The luggers immediately bore down, and came within hail. Being hailed by them, Captain Mortlock answered he was from Plymouth, for Copenhagen; reserving his fire till they should come a-breast of him. One of the luggers was close upon the starboard quarter, and had her bowsprit between the mizen chains and the side of the Woolverine. Captain Mortlock instantly hoisted English colours, and the action commenced with musketry; having lashed the bowsprit of the lugger himself, to one of the iron stanchions, or mizen chains; in order to prevent her escape. The other lugger meanwhile shot a-head, and got on the larboard bow of the Woolverine, running on board of her. In this position she was boarded by the enemy three times, from both the vessels; but every Frenchman engaged in these attempts, was killed. At one time the crew of the lugger on the larboard bow, made so desperate an attack, that it required the assistance of almost every man in the Woolverine to repulse them. At the same time an equally daring effort was made by the lugger on the quarter, and many Frenchmen were actually on board the Woolverine, but were killed by the intrepid gallantry of Captain Mortlock and his brave crew. One Frenchman in particular, was observed to cheer his men, and force them to come on by beating them with the flat of his sword. This man got on the round-house of the Woolverine and gave three cheers to encourage the rest to follow him. He was supposed

to be the captain of the lugger. Captain Mortlock ran up to dispute with him the possession of his post. The Frenchman presented a pistol to Captain Mortlock's face, which fortunately missed fire. He again cocked his pistol, but Captain Mortlock plunged his half pike into his body before he could fire, and he fell overboard. The Frenchmen now threw some leather bags which were filled with combustibles from the lugger into the windows of the Woolverine's cabin, which immediately set her on fire. The whole crew were obliged to leave the enemy for the purpose of extinguishing the flames; of which circumstance they availed themselves to disentangle their vessels, and made off with all sail set. In this conflict the Woolverine had two men killed and eight wounded; among the latter, her brave commander, who received so desperate a wound from a shot fired from the enemy, while they were going off, that he died at Portsmouth on the 10th. Captain Mortlock received two or three slight wounds previous to the last fatal one.

On the 6th, the ship Lancaster, of Lancaster, Captain Wilson, was attacked off the Start, by a large French privateer, mounting 20 guns; which after a smart contest of two hours, she obliged to sheer off; the Lancaster put into Cork much shattered, with the loss of one man killed and four wounded.

On the 7th, the Apollo of 38 guns, Captain Halkett was lost on the coast off Holland in chace of a Dutch ship; the captain and crew were saved by a Prussian ship which went down to their assistance. On the 15th, Captain Halkett was tried by a court-martial on board the Monmouth, for the loss of the above ship; and nothing appearing to criminate him, he was ac-

quitted. The pilot, through whose neglect the ship was lost, was broke.

On the 1st of February, the Proserpine frigate, commanded by Captain James Wallis, having on board the Hon. Mr. Grenville and suite, on his way to Berlin, was unfortunately lost in the river Elbe.

Several other losses happened about this time, particularly those of the Nautilus sloop of war, Captain H. Gunter—the snow Hope, Captain Anyon—the Weazle, Hon. Captain H. Grey, &c.

On the 18th of March the Telegraph armed brig of 16 guns, commanded by Lieutenant J. A. Worth, being off the Isle of Bas, fell in with, and captured, after a smart action which continued three hours and a half, L'Hirondelle French brig corvette of 16 guns, and 89 men, five of whom were killed, and 14 wounded. The Telegraph had only five men wounded.

On the 9th of April the St. Fiorenzo of 40 guns, commanded by Sir Harry Burrard Neale; and the Amelia of the same force, commanded by the Hon. Captain Herbert, being off Belleisle, saw some ships at anchor in the Great Road, which on their nearer approach were discovered to be three French frigates, viz. La Vengeance of 48 guns, and 400 men—La Corneille of 44 ditto and 320 men—and La Semillante, ditto, ditto, and a large sailing gun vessel of 12 guns, with their top-sail yards ready hoisted to come out. A heavy and sudden squall of wind unfortunately carried away the Amelia's main top-mast, and fore and mizen top-gallant masts. The enemy, encouraged by this accident, immediately got under weigh, and made sail towards the British frigates. Sir Harry Neale, with great firmness

and resolution, notwithstanding the disaster which had befallen the Amelia, made the signal to prepare for battle, and manifested a readiness to meet the enemy; when he had run a little to leeward, he shortened sail, that the Amelia, whose crew had by this time with great exertions and activity cleared the wreck, might close and keep under command with her fore and mizen-topsails. The enemy soon closed with the British frigates, and a brisk action ensued. As the enemy kept edging down on the islands of Houat and Hedic, it obliged the British commanders to bear down three times to close with them, by which they became also exposed to the fire of the batteries on these islands. After engaging an hour and 55 minutes, the enemy's frigates wore and stood in towards the Loire, two of them in a shattered condition. The loss sustained on board the St Fiorenzo was one seaman killed, and 18 wounded. The Amelia, Mr. Bayley, midshipman, and one seaman killed; 17 wounded.

On the 26th of April a French fleet of ships of war, consisting of twenty-five sail of the line, eight frigates, and two corvettes, commanded by Admiral Bruix, having on board a large body of troops, took the advantage of Lord Bridport having been forced off his station, to slip out of Brest under cover of a thick fog. On the day following the British admiral resumed his station with sixteen sail of the line, when to his great mortification, he perceived that the French fleet had escaped his vigilance. The admiral judging that the enemy might have shaped his course for the coast of Ireland, instantly proceeded off Cape Clear; at the same time he dispatched frigates in every direction in quest of him. The news of the Brest fleet being out reached Plymouth

on the 30th. Not a moment was lost in making the greatest exertions to send reinforcements to Lord Bridport, and also to the squadrons on the coasts of Holland and Spain. In the course of a fortnight the British fleets in every quarter were sufficiently strengthened to resist that of the enemy, wherever they might chance to meet them. In spite of all these precautions, the French admiral pushed for the Mediterranean, and succeeded in passing the Straits unmolested; but was disappointed in his hopes of being able to join the fleet of Spain, either at Ferrol or Cadiz. From the first of these places six sail of Spanish ships of the line had sailed, having on board 3000 troops; but being closely watched by the British cruizers, five were obliged to take shelter under the isle of Aix. The other returned to Ferrol.

On the 11th of May, Lieutenant Searle, in the Courier armed brig, fell in with off the Texel, a French brig privateer of 16 guns, which he engaged an hour and forty minutes, when the enemy availed himself of a thick fog to make sail, and escaped. The Courier was much crippled in her sails, rigging, &c. with five men wounded.

In the night of the 27th of June, the boats of the small squadron cruizing under the orders of Captain Winthorp, in the Circe, off the coast of Holland, very gallantly cut out from the Wadde, twelve merchantmen, some with valuable cargoes, without a man either killed or wounded; notwithstanding they were much annoyed, by the fire from the enemy's batteries and gun-boats. On the 10th of July, the boats of the same squadron, with equal resolution and bravery, cut out three more valuable vessels from the Wadde, and burnt another laden with ordnance stores. Also, on the 27th of June,

Admiral Lord Bridport struck his flag, and Rear-admiral Pole hoisted his on board the Royal George; on the same afternoon he put to sea from Cawsand Bay, in company with the Sulphur, Explosion, and Volcano bombs. On the 1st of July, Admiral Pole joined Rear-admiral Berkeley off the Isle of Rhe; and the next day proceeded to the attack of the five Spanish ships of the line, which had taken shelter under the protection of the batteries on the isle of Aix, and a floating mortar battery which was moored in the passage between a shoal and the isle of Oleron. The squadron having anchored at 11 o'clock in Basque Road; the bomb-sketches took their stations under cover of the frigates, commanded by Captain Keates, and opened their fire upon the Spanish ships, which was continued with great briskness for three hours, but with no effect, the Spanish squadron being at too great a distance. The batteries from the isle of Aix, during this time, kept up an incessant cannonade. The wind dying away, and the enemy having brought forward several gun-boats; the admiral called off the ships engaged, got under weigh and stood to sea. Soon after Rear-admiral Berkeley returned to Plymouth with three sail of the line, and bomb ketches, whilst admiral Pole remained off Rochfort, to prevent the Spaniards from escaping.

On the 3d of July, the night being extremely dark and foggy, about half past nine, the ship Benjamin and Elizabeth, one of the West India fleet, being about four leagues from Dungeness, was hailed by a lugger, who running under her lee quarter, asked her if she wanted a pilot. On being answered No, a fellow on board the lugger, who spoke good English, desired them to back their main-top-sail and surrender, and at the same in-

stant firing a volley of musketry, boarded her on the quarter. The captain and mate of the Benjamin, and two English seamen (the rest of her crew amounting to eight, being foreigners) fired the only gun they had on that side into the lugger; but the Frenchmen had effected their boarding. Captain White, his mate and two seamen, continued, however, with all the gallantry that characterizes British sailors, to defend their vessel, and had actually beaten the Frenchmen from their deck, and the mate was bravely lashing the lugger's fore-mast to the Benjamin's quarter when they were boarded on the beam by a second lugger, the crew of which came on their backs, while they were yet engaged with the lugger on their quarter, and inhumanly, although they had possession of the ship, cut and shot all they met. The captain, who was wounded severely, was by two of the villains, thrown from the ship over-board; but picked up by the lugger; the mate was cut with a sabre in several places, and a pistol put to his mouth (though unarmed) and fired off; the ball went through his tongue and lodged under his shoulder. One of the seamen had also a pistol put to his cheek and fired; the ball went through his mouth and was extracted from under his arm. Fortunately the Racoon sloop of war stretching out from the land to protect the rear of the convoy, heard the firing, and got sight of the ship which she recaptured in about ten minutes after the luggers had hauled off. Shortly afterwards it clearing a little, Captain Lloyd got sight of the two luggers, one of which was within musket shot. The Racoon immediately opened her broadside upon her, and on the smoke clearing away, not a vestige of the lugger appeared upon the water; consequently the vessel and her whole

crew went to the bottom. The other lugger though at a much greater distance, was still plainly to be seen; but the fog again coming on, the Racoon lost sight of her.

On the 10th of July, the ship Planter, of Liverpool, of 18 guns and 43 men, on her passage from America, after a very gallant action, which lasted two hours and a half, beat off a large French privateer, mounting 22 guns and full of men. The Planter had four killed and eight wounded. The intrepid conduct of two ladies, Mrs. Macdowall and Miss Mary Harley, who were passengers on board this ship during the action, deserves the greatest praise. They were remarkable not only for their solicitude and tenderness for the wounded, but also for their contempt of personal danger during the battle; serving the seamen with ammunition and encouraging them by their presence to fight bravely.

On the 11th of August, Captain Mackenzie, of the Pylades, and Captain Boorder, of the Espeigle sloops of war, with the Courier cutter, Lieutenant Searle, were ordered by Captain Sotheron of the Latona frigate, who commanded a small squadron on the coast of Holland, to attack some vessels which were between the island of Schiermonikoog and the main land of Holland; which service they performed with much skill and bravery; bringing off the Crash (formerly a gun-brig belonging to his Majesty's service); the Dutch officer who commanded her, made a most gallant resistance; she mounted 12 carronades, 32 twenty-four and eighteen-pounders, with 60 men. The Pylades had one man killed and two wounded. On the following day, Captain Mackenzie having manned the Crash, and appointed Lieutenant Slade of the Latona to command her, pro-

ceeded to the attack of the enemy's remaining force, which had taken shelter under the protection of a battery, and armed schooner, from under the guns of which he had previously cut out a large Schute; this vessel he named the Undaunted, fitted her with two twelve-pound carronades, and gave the command of her to Lieutenant Humphries of the Juno. The depth of water not being sufficient for the sloops of war to get within shot of the enemy's battery and vessels; Captain Mackenzie directed the small craft, consisting of the Crash, Undaunted, the Latona's and Pylades' launches, each with a twelve-pound carronade, together with the other boats of this little squadron, to proceed to the attack. The enemy at first kept up a brisk fire; but it was returned so warmly and with such effect, that they soon abandoned the batteries, and the crew of the schooner got on shore, first setting her on fire. In the mean time Lieutenant Cowen of the Pylades landed, spiked the guns on the battery, and brought off two brass pieces. The schooner was destroyed, a row-boat and twelve Schutes taken. This service was performed without a man being either killed or wounded. The loss of the enemy must have been considerable. Captain Mackenzie was advanced to the rank of post-captain for his gallantry and able conduct.

On the 20th of August, the Clyde of 38 guns, Captain Charles Cunningham, being on a cruize in the bay, fell in with two French frigates, which when perceiving the Clyde in chace, separated; Captain Cunningham pursued the largest, which he soon came up with, and brought to close action: it was maintained on both sides with much gallantry, until the enemy was wholly dismasted, and several dangerous shot between wind

and water, she struck, and proved to be La Vestale, of 36 guns, and 235 men, commanded by Mons. P. M. Gaspard. Her consort, the Sagese of 30 guns, being at such a distance as to render pursuit ineffectual, escaped into the Garonne. The Vestale had 10 men killed, and two officers, and 20 seamen wounded. The Clyde two men killed and three wounded.

On the 6th of September, an ordnance transport, laden with stores, and of considerable value, was taken in the Channel of Folkstone, by a French privateer; which put on board seven Frenchmen, and took out the captain and crew, excepting two seamen, who in the night rose upon the Frenchmen, threw two overboard who made resistance; and having secured the other five, brought the ship into Dover harbour.

On the 16th of October, Captain James Young, in the Ethalion, being on a cruize in the bay, discovered at three o'clock in the afternoon three large sail: to which he gave chace, continuing to keep sight of them all night. At day-light he plainly perceived that the ships were the Naiad and Alcmene, in chace of two Spanish frigates, and the Triton at some distance a-stern also in chace; at nine, being within random shot of the sternmost, Captain Young fired a few guns in passing, which made her alter her course, still standing on, as by signal directed from Captain Pierrepoint of the Naiad to the headmost: which, at half past eleven, finding the Ethalion coming fast up with her, suddenly bore up a-thwart her, at the distance of not more than half musquet shot, in hopes by this manœuvre to throw the Ethalion into confusion; Captain Young was, however, so well prepared, that he counteracted the intention of the Spaniard, and by two well-directed broadsides, and a run-

ning fight of an hour, he struck, and proved to be the Thetis, of 36 guns, and 250 men, commanded by Don Juan de Mendoza, from Vera Cruz, bound to any port in Spain she could fetch, with 1,411,256 dollars, and a quantity of cocoa on board. The Thetis had one man killed and nine wounded. The Ethalion none.

Captain Pierrepoint with the other frigates, still continued to pursue the other Spaniard, which from the circumstance of having steered in different courses was soon out of sight of the Ethalion and her prize. On the morning of the 18th, the enemy, by her fast sailing, having rounded Cape Finisterre, her commander stood so very close to the rocks of Monte Lora, that the Triton, which was the leading ship in the chace, struck upon the said rocks, going at the rate of seven knots. By the exertions of Captain Gore, she was, however, soon got off, and commenced an animated fire on the enemy, in which he was ably supported by Captain Digby, who with great judgment placed his ship in that direction, as to cut off her entrance to Port de Vidre. At eight A. M. the three frigates had closed with the enemy amidst the rocks of Commasurto, at the entrance of Muros, when she struck, and proved to be the Santa Brigida of 36 guns and 300 men, commanded by Don Antonio Pilon, sailed from Vera Cruz, in company with the Thetis on the 21st of August. She was of immense value, having on board 1,400,000 dollars, besides other articles of merchandize of equal estimation. The ships had got into shoal water and foul ground; but a fortunate breeze off the land enabled them to put the ships' heads to sea; and they began to shift the prisoners; when a Spanish squadron, consisting of four large ships, one with a broad pendant, came out of Vigo; as if with

an intention to rescue the prizes. Captain Pierrepoint used every exertion to get the prisoners secured; and the ships in readiness to receive them; but the Spaniards perceiving his determination, bore up and ran into Vigo. The Triton had one man wounded: but the ship was considerably damaged and made much water in consequence of the blow she received on the rocks. The Alcmene had one killed and nine wounded, and the Santa Brigida, two killed and eight wounded. The Thetis being a new frigate, was added to the navy.

On the 21st, the Ethalion arrived with her prize at Plymouth, as did the next day Captain Pierrepoint, with his fortunate companions. On the 28th and 29th, the treasure was conveyed, in procession, in sixty-three artillery waggons to the dungeons of the citadel at Plymouth. About the latter end of November it was removed to London in waggons, attended by a party of seamen and dragoons. On the 4th of December six of the waggons reached Kensington, where they were met by a captain's guard of the grenadier battalion of the guards, and the procession moved along Picadilly, St. James's-street, Pall-mall, Strand, Fleet-street and Cheapside to the Bank.

On the 20th of October, Captain Macnamara, in the Cerberus frigate of 32 guns, being on a cruize about eight or nine leagues to the N. E of Cape Ortegal, discovered at five o'clock in the evening a fleet standing to the N. E. to which he gave chace: at eight o'clock in the evening Captain Macnamara got close alongside of the leading frigate, hailed and brought her to action; but as the enemy's great object appeared to be to join his convoy to leeward, he was busily employed in making sail for this purpose, and returned but a feeble fire.

To obviate his intentions, the Cerberus was wore, and engaged him under his lee; at half past eight the enemy's fire was completely silenced; every effort of Captain Macnamara's to take possession of him was rendered fruitless by the rest of the squadron coming up to support him, which he now plainly perceived to consist of five frigates and two brigs. On hauling up to prevent being raked, the Cerberus fell on board one of the frigates, and carried away her main-top-sail yard. Captain Macnamara continued to engage the enemy, notwithstanding their great superiority, till half past nine, most of the time firing from both sides: when he was under the mortifying necessity to haul off. Soon after he took one of their convoy: but the enemy, who was not more than a mile distant, coming down to support each other, obliged him to withdraw his people, and take out the prisoners, after which he ordered her to be set on fire. The Cerberus, in this unequal conflict, had only four men wounded; and it appeared evident, that from the confusion and disorder into which the enemy were thrown by the well-directed and steady fire from the Cerberus, that towards the latter part of the action some of their frigates, fired whole broadsides without shot. Unfortunately the Arethusa had parted company from Captain Macnamara only the day before, otherwise there could remain no doubt but that some of the frigates, and part, if not the whole of their convoy would have been taken or destroyed.

On the 30th of October, the Beaufoy navy victualler, Atkins master, on her passage to Plymouth with wine for the fleet, was captured by a French privateer, which put on board seven Frenchmen, and put Atkins and his mate into the hold. Soon after they perceived through

the gratings, that five of the Frenchmen had got into the boat alongside, upon which they cut the lashings, jumped upon deck, seized from the binnacle a pistol each, drove the two Frenchmen overboard, and cut the boat adrift with the other five. They then steered for Plymouth, where they arrived safe.

On the 21st of November, Lieutenant T. Searle in the Courier cutter, being on a cruize off Lowestoffe, fell in with, and after a smart action of fifty minutes, captured Le Gurrier French cutter privateer of 14 guns, and 44 men, four of whom were killed and six wounded. The Courier had her master killed, and two men wounded.

On the morning of the 23d, the Marquis of Granby, of Sunderland, S. Urwin, master, was captured in crossing the Kentish Knock, by a French lugger privateer. The master and two men were put into the Frenchman's boat, in order to be conveyed on board the privateer which was giving chace to another vessel, and by carrying a press of sail, in a short time left the boat nearly five miles a-stern; this circumstance induced Mr. Urwin to conceive it practicable to re-take his own vessel, and wresting a sword out of the hands of the officer in the boat, he compelled the French sailors to row him back to the Marquis of Granby. He gallantly boarded her sword in hand, and soon cleared the deck of the Frenchmen, who precipitately plunged into the sea, and were picked up by their countrymen in the boat. Mr. Urwin proceeded on his voyage; but what became of the French sailors and the boat was not known. The Commitee of the Navigation Policy Company, in which the vessel was insured, as a reward for Mr. Urwin's

bravery and merit, presented him with a piece of plate with a suitable inscription.

On the 3d of December the Racoon sloop of war, Captain R. Lloyd, captured, after a running fight, L'Intrepide French lugger privateer of 16 guns and 60 men, 13 of whom were killed and wounded. The Racoon was much shattered in her sails and rigging; Captain Lloyd and one man slightly wounded.

On the 4th of December, the Revenge privateer schooner, commanded by Mr. Robert Hosier, was attacked in Vigo Bay by four Spanish privateers, two schooners, a brig, and a lugger, mounting from four to fourteen guns. The wind being southerly, the Revenge kept up a running fight till she got clear of the islands to the northward, which lasted about fifteen minutes; when one of the schooners having lost her mainmast, gave up the chace, and the other three immediately hauled their wind. The Revenge having suffered much in her rigging and sails, it was not in Mr. Hosier's power to chace to windward; he therefore made sail to the N. W. At two P. M. a schooner was seen to the westward, to which he gave chace; at three he got alongside of her, and observing she had Spanish colours hoisted, desired her to strike, which was answered by a broadside; a brisk action ensued, and continued about an hour, when the enemy blew up. The crippled state of the Revenge made it some time before a boat could be got out, when they picked up eight of the crew, who informed Mr. Hosier, that she was the Brilliant, of eight guns and 63 men, and that she had sailed that morning from Pontevedra on a cruize off Oporto.

On the 26th, Lieutenant Pengelly, in the Viper cutter of 14 guns, and 48 men, being on a cruize in the

Channel, after a running fight of two hours, and close action of three quarters of an hour, captured Le Furet French privateer of 14 guns, and 64 men, four of whom were killed; the first and second captains, with six men wounded. The Viper had only one man wounded.

Early in the summer, an expedition was planned by government; the object of which remained for some time a profound secret. Large bodies of troops were collected, and ordered to rendezvous at Southampton, under the command of General Sir Ralph Abercrombie; this army was afterwards considerably augmented, and ordered to assemble at Yarmouth, Ramsgate, and Margate, the whole amounting to about 27,000 men, was commanded by his Royal Highness the Duke of York. A large fleet of ships of war of every description, under the command of Admiral Lord Duncan, with a numerous fleet of transports, were assembled at those ports for the purpose of embarking the troops. An embargo was also laid on all shipping throughout the kingdom. Such formidable preparations made in this quarter, soon discovered that Holland was the place of destination of this powerful armament. A treaty was entered into between Great Britain and Russia, wherein it was stipulated, that the Emperor of Russia, was to furnish 17,593 men, for the expedition to Holland; and in order to facilitate this important enterprize, the Emperor was also to furnish six ships, five frigates, and two transports; which being armed en flute, were to receive as many troops as they shall be able to contain, the remainder of the corps were to be embarked on board of the English or other transport vessels, freighted by his Britannic Majesty.

On the 12th of August, the first division of the troops, under the command of Lieutenant General Sir Ralph Abercrombie, sailed from Yarmouth Roads, escorted by a squadron of ships of war, the whole making about 200 sail, commanded by Vice-admiral Mitchell. On the 15th, Admiral Lord Duncan joined the fleet.

Contrary winds and bad weather prevented the fleet from gaining the coast until the 26th, on which day it anchored along the coast from the mouth of the Texel as far at Gallants-Oze. On the following morning at three o'clock the troops were all in the boats, and landed under cover of a warm and well-directed fire from the gun-brigs, sloops of war and bomb vessels. The enemy made but little opposition to the landing: but soon after a severe conflict ensued, which terminated in a complete rout of the enemy, who retired to his former position at Keeten. This gave the British the entire possession of the whole neck of land between Kirk Down, and the road leading to Alkmaar. General Daendels finding himself cut off from the Helder, sent orders for the commander to evacuate the fortress and join him. The next morning this important post, with seven ships of war from 64 to 24 guns lying in the Nieuve Diep, and the naval magazine, were taken possession of by the British. The loss sustained by the British in this attack, amounted to one lieutenant-colonel, one subaltern, three serjeants, 51 rank and file killed; one lieutenant-general, one colonel, one lieutenant-colonel, one major, nine captains, six-subalterns, 28 serjeants, one drummer, 334 rank and file wounded: 26 rank and file missing.

The falling of the Helder opened the Texel to the fleet; Admiral Mitchell therefore, lost no time in mak-

ing the necessary dispositions for attacking that of the enemy, which was lying at anchor in a line at the Red Buoy, near the Vlieter; for this purpose he got under sail, and stood up in the line of battle a-head; the Ratvison, Russian, and America, British ships of the line, with the Latona frigate took the ground; which obliged the admiral to close his line. As the fleet was standing in, the admiral dispatched Captain Rennie, of the Victor, with a summons to Admiral Storey. On his way he picked up a flag of truce with two Dutch captains, coming from their admiral to Admiral Mitchell, whom he carried on board the Isis: after a few minutes conversation, at their earnest request, the admiral anchored in a line, a short distance from the Dutch squadron; and sent the Dutch captains back to their admiral, with positive orders not to alter the position of the ships, nor do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than that time they returned with a verbal message that they submitted according to the summons. Possession was immediately taken of the Dutch fleet, and a British officer sent on board of each, in order to maintain peace and order among the crew.

At the same time Captain Winthorpe of the Circe, took possession of thirteen ships of war, three Indiamen, and a sheer hulk, in the Nieuve Diep together with the naval arsenal, containing ninety-five pieces of ordnance.

It is positively said that the crews of the Dutch ships of war manifested signs of disaffection and insubordination the evening preceding the day the British fleet entered the Texel; and upon Admiral Storey making the signal to prepare for battle, it broke out into an open re-

volt and disobedience to the orders of their officers, whom they seized, took possession of the magazines, unloaded the guns, and threw the balls and cartridges into the sea. This is fully confirmed in Admiral Storey's letter to the Minister of Marine of the Batavian Republic.

The Dutch ships of war a few days after were sent to England under the escort of six sail of British ships of the line and two Russian.

In the mean time the army under General Abercromby, consisting of about 16,000 men, had moved forward and taken post behind the Zype, a low and intersected ground, about eight miles in extent, at the entrance of the peninsula, and defended by a dyke, behind which they intrenched themselves, defending it with a numerous artillery; the advanced posts of their right extended from Petten to Eenigenburg; those of the center a little behind, and parallel to the Great Dyke, were at St. Martin's, Volkoog, and Schagen; those of their left at Havinghuyren and Zydewind. In this position the French and Batavian armies, which were composed of about 25,000 men, commanded by the Generals Vandamme, Dumonceau, and Daendels, at day-break on the morning of the 10th of September attacked the British, and after a most severe conflict, were repulsed and driven back to their former position, with considerable loss.

On the 12th of September, the Captains Portlock and Bolton, in the Arrow and Woolverine sloops of war, attacked, and after a gallant action, captured eight sail of Dutch armed vessels, which were lying in the narrow channel between Flag Island and Harlingen. The Arrow had one man killed; Captain Portlock and eight

wounded. The loss of the enemy could not be exactly ascertained.

On the 13th, his Royal Highness the Duke of York landed at the Helder from on board the Amethyst frigate; at the same time a large body of Russian troops under General Hermann were disembarked. On the 15th an affair of posts took place between the two armies. The combined army of Britons and Russians being now reinforced to about 35,000 men, headed by the Duke of York; on the 19th at day-break attacked with great fury the whole of the enemy's line, which continued with great violence until the close of day, when the British were obliged to fall back to their entrenchments at the Zype. The French and Batavian army also retired to the same posts it occupied before the battle. The loss the British army sustained, was 1064 men. Lieutenant Rowad of the royal navy, was wounded; four seamen killed, and seven wounded.

On the 21st Admiral Mitchell shifted his flag into the Babet, and proceeded with many of the small armed vessels and bombs into the Zuyder Zee; on his appearance the towns of Enkhuysen and Mendenblick submitted, and hoisted the Orange flag; as did those of Steveren and Lemmer, to Captains Bolton and Boorder, of the Woolverine and Espiegle.

On the 28th of September the Blanche frigate, employed to convoy a division of the troops from the Helder, got on shore in the Middle on the Sculp Gut, and was totally lost. A boat belonging to the Dordrecht, sent to her assistance, was overset; the gunner and six men were drowned.

On the 6th of October, Captain Patrick Campbell, of the Dart sloop of war, having under his command

four armed vessels, attacked and brought off four of the enemy's gun-boats, each mounting four guns, and manned with 20 or 30 men, which were lying near the Pampus, without the loss of a man.

On the 8th Captain Winthorpe, in the Circe, finding he could not get up to a sloop of war and schooner of the enemy's, viz. the Lynx, mounting 12 guns and 73 men, and the Perseus, 4 guns and 40 men, which were lying close under the batteries of Delfzel, dispatched the boats of the ship to board and bring them out, under the command of Lieutenants Maughan and Pawle, who executed this service in a most gallant manner without the loss of a single man, notwithstanding the enemy's guns were loaded, primed, and matches lighted.

On the 11th of October, Captain James Boorder, of the Espiegle, who was left for the defence of the town of Lemmer, at five o'clock in the morning was attacked by a party of the enemy, who attempted to storm the north battery; they were soon bravely attacked by the seamen with their pikes, who surrounded them, and the whole, amounting to one officer and 30 men, laid down their arms. Captain Boorder had no sooner secured his prisoners, than he was attacked by the remainder of the enemy's force, amounting to 670 men; his own did not exceed 157 sailors and marines; after a severe contest, which lasted four hours and a half, the enemy gave way, and fled in all directions. The marines were immediately ordered to pursue them; but the enemy in their retreat having broken down a bridge, prevented their colours and two field-pieces from falling into the hands of the victors. In this conflict 25 of the enemy

were killed, and 29 wounded. On the side of the English not a man was hurt.

The Duke of York having made a general attack upon the whole of the French and Batavian lines. General Brune was at length obliged to retire, leaving the combined army masters of the field of battle. The next day it entered Alkmaar, and sent forward the advanced posts parallel to the French and Dutch army, towards Haerlem. In three days after, the Duke of York again attacked the whole front of the enemy's line, carried Akersloot, and had advanced as far as Kastricum, when the battle became general; the French and Batavian army being considerably reinforced, suddenly changed the fortune of war, and kept the combined army in check; the action was long and bloody—it continued till night, when the French and Batavian army returned to its position at Beverwick. The Duke of York finding the great inconvenience and difficulty which must attend his remaining at the post which he at present occupied, assembled a council of war, whose unanimous opinion it was, that the army could no longer maintain its present position; that it should fall back to the Zype, and wait the further orders of his Majesty. Accordingly the army fell back; the Duke of York took up his head quarters at Schagenburg, and entered into a negociation with General Brune for the suspension of arms, and the unmolested evacuation of Holland by the combined armies. General Knox, on the part of the British, and Rostollon, chief of the staff, general of brigade of the French and Batavian army were commissioned to negociate this treaty, which was signed Oct. 20.

The retreat of the British and Russian army was followed by the evacuation of the Zuyder Zee by Vice-ad-

miral Mitchell and his flotilla, and from the islands and port of the Lemmer.

Immediately on the articles of the convention being signed, preparations were made and the troops began to embark, the whole of which was completely effected by the 19th of November, on which day the Dutch took possession of the Helder. Admiral Mitchell returned to Yarmouth with a great part of the fleet; on the 17th Admiral Dickson was sent to superintend the re-embarkation of the troops, &c.

Thus ended the expedition to Holland; in which the British lost three ships of war, about 551 soldiers killed, 3109 wounded, and 1954 missing; the loss sustained by the Russians, amounted to about 3000 killed, wounded, and taken prisoners. The advantages that Great Britain gained, were 24 sail of Dutch ships of war, among the number, ten were of the line. This gave their marine so severe a shock, as to prevent the Batavians joining in the naval confederacy against this country.

We shall now enumerate the naval events of this year in the Mediterranean.—

On the 6th of February, the Argo, of 44 guns, commanded by Captain James Bowen, being on a cruize off the coast of Catalonia, in company with the Leviathan, discovered two large Spanish frigates at anchor near a fortified tower on the South point of the Bahia d'Alcude who immediately upon perceiving the British ships, cut their cables, and made sail to the N. N. E.; chace was instantly given, under all the canvas the ships could bear; it blowing at this time a strong gale, the Leviathan unfortunately carried away her main-top-sail yard, by which accident she dropped so much a-stern as to be

soon out of sight of the Argo. The Spaniards at the close of day separated; Captain Bowen, however, by judicious management and skilful manœuvres, kept sight of one of the frigates, which at midnight he got alongside of; the Leviathan at the same time coming up, she surrendered after the first broadside, and proved to be the Santa Theresa, commanded by Don Pablo Perez, mounting 42 guns, and manned with 280 seamen and marines, besides 250 soldiers. The frigate which made her escape, was the Proserpine of the same force.

On the 16th, Captain John Markham, in the Centaur, with the Leviathan, Argo, and Cormorant, attacked the town of Combrelles; the Spaniards being driven from the batteries, the boats of the squadron were sent in under the command of Lieutenant Grosset, who dismounted the guns, burnt five settees, and took three others, with two tartans laden with wine.

The 22d, L'Espoir sloop of war, Captain James Sanders, being off the town of Morbello, came up with two Spanish armed xebecs, one of which, after a sharp contest of an hour and fifty minutes, was carried by boarding. She proved to be the Africa, of 14 long four-pounders, and four brass 4-pound swivels, 75 seamen, and 38 soldiers, commanded by Josepho Subjado, who, with two officers and 25 seamen, were wounded; one officer and eight seamen killed. L'Espoir had two seamen killed, and two wounded.

On the 1st of March the island of Corfu surrendered to the Russian and Turkish forces. His Majesty's late ship the Leander was amongst the vessels captured in the harbour. The Emperor of Russia, as a compliment to the King of Great Britain, ordered her to be restored;

she was accordingly delivered up to the commander in chief in the Mediterranean.

The heroic exploits of Sir William Sydney Smith render the naval occurrences which happened on the coast of Egypt and Syria, extremely interesting—The first of these bold achievements, was his defeat of the French army, before St. Jean d'Acre.

In consequence of intelligence from Gezar Pacha, governor of Syria, of the incursions of General Buonaparte's army into that province, and its approach to its capital, Acre, he hastened with a portion of naval force under his orders to its relief, and arrived there two days before the enemy made its appearance. Much was done in this interval, under the direction of Captain Miller, of the Theseus, and Colonel Philipeaux, towards putting the place in a better state of defence, to resist the attack of an European army; and the presence of a British naval force appeared to encourage, and to decide the Pacha and his troops to make a vigorous resistance.

The enemy's advanced guard was discovered at the foot of Mount Carmel, in the night of March, the 17th, by the Tigre's guard-boats: these troops not expecting to find a naval force of any description in Syria, took up their ground close to the water side, and were consequently exposed to the fire of grape shot from the boats, which put them to the rout the instant it opened upon them, and obliged them to retire precipitately up the mount. The main body of the army finding the road between the sea and Mount Carmel thus exposed, came in by that of Nazareth, and invested the town of Acre to the east, but not without being much harassed by the Samaritan Arabs, who are even more inimical to the

French than the Egyptians, and better armed. As the enemy returned our fire of musketry only, it was evident they had not brought cannon with them, which was therefore to be expected by sea, and measures were taken accordingly for intercepting them; the Theseus was already detached off Jaffa (Joppa). The enemy's flotilla, which came in from sea, fell in with and captured the Torride, and was coming round Mount Carmel, when it was discovered from the Tigre, consisting of a corvette and nine sail of gun-vessels; on seeing the English, they instantly hauled off. The alacrity of the ships' companies in making sail after them, was highly praiseworthy; their guns soon reached them, and seven struck, viz. La Nigresse, of six guns and 53 men; La Tendre, of eight guns and 52 men; La Dangereuse, of six guns and 23 men; La Maria Rose, of four guns and 23 men; Le Dame de Grace, of four guns and 35 men; Les Deux Freres, of four guns and 23 men: and La Torride, retaken, of two guns and 30 men.

These gun-boats were loaded, besides their own complement, with battering cannon, ammunition, and every kind of siege equipage, for Buonaparte's army before Acre. The corvette containing Bonaparte's private property, and two small vessels escaped, since it became an object to secure the prizes without chasing further; their cargoes consisting of the battering train of artillery, ammunition, platforms, &c. destined for the siege of Acre, being much wanted for its defence. The prizes were accordingly anchored off the town, manned from the ships, and immediately employed in harassing the enemy's posts, impeding his approaches, and covering the ships' boats sent further in shore to cut off his supplies of provisions conveyed coastways.

The check which the French army had met with, and the loss of their heavy cannon and stores, made Buonaparte draw back his out-posts, and encamp his army on an insulated height, which borders the sea at about a mile distance. After taking possession of Saffet, Nazareth, and Scheffam, in order to clear the passes on the road to Damascus; Buonaparte reconnoitred St. Jean d'Acre more accurately with his officers of artillery, and engineers, Domantin and Caffarelli, and determined to attack the front on the east of the town. On the 20th of March, the trench was opened at 900 feet from the place. The French pushed their works at first with so much activity, that the ninth day after the opening of the trench, they had 12 pieces of cannon and four mortars mounted, and played with such effect as to pierce the tower, while a branch of the mine had been pushed on to blow up the counterscarp. The mine was sprung, but it only made a hole in the glacis: the French thought the counterscarp injured. The ditch which had been badly reconnoitred, had appeared but of little depth; the ardour of the grenadiers, and the contempt with which the taking of Jaffa had inspired them for this kind of fortification, did not suffer them to hesitate. Instead, however, of finding every obstacle smoothed and levelled, they were stopped by a ditch of fifteen feet, of which scarcely half was filled up by the rubbish of the breach: they plunged into it, placed ladders, climbed the breach, but found themselves separated by the counterscarp from the troops which were to support them. Mailley, Lescalles, and Langier, the officers who headed the attack under a most dreadful fire perished. The Turks, who had abandoned the tower, re-entered it, and the French retreated to their trenches. During

this time the ships under Sir Sydney Smith had been forced to sea in a heavy gale, excepting the Alliance and Prize gun-boats, which fortunately rode out the storm. On his return he found that Captain Wilmot had been indefatigable, in mounting the prize guns, under the direction of Colonel Philipeaux, an able officer of engineers, and that the fire therefrom had slackened that of the enemy; as there was much to be apprehended from the effect of the mine which led under the counterscarp, a sortie was determined on, into which the seamen and marines were to force their way, while the Turkish troops attacked the enemy's trenches on the right and left. The sally took place just before day-light, on the morning of the 9th of April; the impetuosity and noise of the Turks rendered the attempt to surprize the enemy abortive, though in other respects they displayed great valour. Lieutenant Wright of the Tigre, who commanded the seamen pioneers, notwithstanding he received two shots in his right arm as he advanced, entered the mine with the pikemen, and proceeded to the bottom of it, where he verified its direction, and destroyed all that he could in its then state, by pulling down the supporters. Major Douglas of the marines, to whom Sir Sydney Smith had given the necessary rank of colonel, to enable him to command the Turkish officers of that rank, supported the seamen in this desperate service with great gallantry, under the encreased fire of the enemy, bringing off Lieutenant Wright who had scarcely strength left to get out of the enemy's trench, from which they were not dislodged; with Mr. Janverin, midshipman, and the rest of the wounded. The only officer who was killed on this occasion, was

Major Oldfield, of the marines, an officer of distinguished merit.

About the first of May, Buonaparte was strengthened by the arrival of some pieces of battering artillery; three 24-pounders brought by the frigates under Vice-admiral Perée to Jaffa, and six 18-pounders sent from Damietta; these pieces were immediately planted against the town, and the siege was carried on with redoubled vigour—at this period the French met with a great loss in General Caffarelli, one of their principal engineers, who died of the wounds he had received a few days before. They continued to batter in breach with progressive success, and nine several times attempted to storm, but were as often beaten back with immense slaughter. Sir Sydney Smith had been long anxiously looking for a reinforcement. The delay in its arrival being occasioned by Hassan Bey's having originally received orders to join Sir Sydney in Egypt; he was obliged to be very peremptory in the repetition of his orders for him to join him here; it was not however, till the evening of the 51st day of the siege, that his fleet of corvettes and transports made its appearance. The approach of this additional strength was the signal to Buonaparte for a most vigorous and persevering assault, in hopes to get possession of the town before the reinforcement to the garrison could disembark.

The constant fire of the besiegers was suddenly increased tenfold; the flanking fire of the English from afloat, was as usual plied to the utmost, but with less effect than heretofore, as the enemy had thrown up epaulements, and traverses of sufficient thickness to protect him from it. The guns that could be worked to the greatest advantage, were a French brass 18-pounder,

in the light-house castle, manned from the Theseus, under the direction of Mr. Scroder, master's mate; and the last mounted 24-pounder in the north ravelin, manned from the Tigre, under the direction of Mr. Jones midshipman. These guns being at grape distance of the head of the attacking column, added to the Turkish musquetry, did great execution. The Tigre's two 68-pound carronades, mounted in two germes lying in the mole, and worked under the direction of Mr. Bray, carpenter of the Tigre, threw shells into the centre of this column with evident effect, and checked it considerably. Still, however, the enemy gained ground, and made a lodgement in the second story of the north east tower; the upper part being entirely battered down, and the ruins in the ditch forming the ascent by which they mounted. Day-light shewed the French standard on the outer angle of the tower. The fire of the besieged was much slackened, in comparison to that of the besiegers, and the flanking fire was become of less effect, the enemy having covered themselves in this lodgement, and the approach to it, by two traverses across the ditch; which they had constructed under the fire that had been opposed to them during the whole night, and which were now seen composed of sand bags, and the bodies of their dead built in with them, their bayonets being only visible above them. Hassan Bey's troops were in the boats, though as yet but half way in shore. This was a most critical point of the contest; an effort was necessary to preserve the place for a short time till their arrival. Sir Sydney Smith accordingly landed the boats at the Mole, and took the crews up to the breach, armed with pikes. The enthusiastic gratitude of the Turks, men, women, and children, at the sight of such

a reinforcement, at such a time, is not to be described. Many fugitives returned with them to the breach, which they found defended by a few brave Turks, whose most destructive missile weapons, were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. A succession, however, ascended to the assault, the heap of ruins between the parties, serving as a breast-work for both; the muzzles of their muskets touching, and the spear-heads of the standards locked. Ghezzar Pacha hearing the English were on the breach, quitted his station, where, according to the ancient Turkish custom, he was sitting to reward such as should bring him the heads of the enemy, and distributing musket cartridges with his own hands. The energetic old man coming behind them, pulled them down with violence; saying, if any harm happened to his English friends, all was lost. This amicable contest, as to who should defend the breach, occasioned a rush of Turks to the spot; and time was gained for the arrival of the first body of Hassan Bey's troops. Sir Sydney Smith had now to combat the Pacha's repugnance to admit any troops but his Albanians into the garden of his seraglio, become a very important post, as occupying the terreplein of the rampart. There were not above 200 of the 1000 Albanians left alive. This was no time for debate, and Sir Sydney Smith over-ruled his objections by introducing the Chifflic regiment of 1000 men, armed with bayonets, disciplined after the European method. The garrison animated by the appearance of such a reinforcement, was now all on foot; and there being consequently enough to defend the breach, Sir Sydney proposed to the Pacha, to get rid of the object of his jealou-

sy, by opening the gates, to let them sally, and take the assailants in flank; he readily complied, and Sir Sydney gave directions to the colonel to get possession of the enemy's third parallel, or nearest trench, and there fortify himself by shifting the parapet outwards. This order being clearly understood, the gates were opened, and the Turks rushed out: but they were not equal to such a movement, and were driven back to the town with loss. Mr. Bray, however, as usual, protected the town gates efficaciously with grape from the 68-pounders. The sortie had this good effect, that it obliged the enemy to expose themselves above their parapets, so that the flanking fire brought down numbers of them, and drew their force from the breach, consequently the small number remaining on the lodgement were killed, or dispersed by hand grenades thrown by Mr. Savage, midshipman of the Theseus. The enemy began a new breach, by an incessant fire directed to the southward of the lodgment, every shot knocking down whole sheets of wall much less solid than that of the tower, on which they had expended so much time and ammunition,

The group of generals and aids-de-camp which the shells from the 68-pounders had frequently dispersed, was now assembled on Richard Cœur de Lion's Mount. Buonaparte was distinguishable in the centre of a semicircle; his gesticulations indicated a renewal of attack, and his dispatching an aid-de-camp to the camp, shewed that he waited only for a reinforcement. Sir Sydney Smith gave directions for Hassan Bey's ships to take their station in shoal water to the southward, and made the Tigre's signal to weigh and join the Theseus to the northward. A little before sun-set, a massive column

appeared advancing to the breach with a solemn step. The Pacha's idea was not to defend the brink at this time, but rather to let a certain number of the enemy in and then close with them, according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pacha's garden, where in a few minutes the bravest and most advanced among them lay headless corpses; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet; the rest retreated precipitately; and the commanding officer, (General Lasne) who was seen manfully encouraging his men to mount the breach, was carried off wounded by a musket shot. General Rombaud was killed. Much confusion arose in the town from the actual entry of the enemy, it having been impossible, nay impolitic, to give previous information to every body of the mode of defence adopted, lest the enemy should come to a knowledge of it by means of their numerous emissaries.

The English uniform, which had hitherto served as a rallying point for the old garrison, wherever it appeared, was now in the dusk mistaken for French, the newly arrived Turks not distinguishing between one hat and another in the crowd, and thus many a severe blow of a sabre was parried by the English officers, among which Colonel Douglas, Mr. Ives, and Mr. Jones, had nearly lost their lives, as they were forcing their way through a torrent of fugitives. Calm was restored by the Pacha's exertions, aided by Mr. Trotte, just arrived with Hassan Bey; and thus the contest of twenty-five hours ended, both parties being so fatigued as to be unable to move.

After several ineffectual assaults the enemy had no alternative left but a precipitate retreat, which was put in execution in the night between the 20th and 21st. The battering train of artillery (except the carriages, which were burnt) fell into the hands of the English, amounting to 23 pieces. The howitzers and medium twelve-pounders, originally conveyed by land with much difficulty, and successfully employed to make the first breach, were embarked in the country vessels at Jaffa, to be conveyed coastwise, together with the worst among the two thousand wounded, which embarrassed the march of the army. This operation was to be expected; Sir Sydney took care, therefore, to be between Jaffa and Damietta before the French army could get as far as the former place. The vessels being hurried to sea, without seamen to navigate them, and the wounded being in want of every necessary, even water and provisions, they steered straight to his Majesty's ships, in full confidence of receiving the succours of humanity, in which they were not disappointed.

A List of killed, wounded, drowned, and prisoners, belonging to his Majesty's Ships employed in the Defence of Acre, between the 17th of March and the 20th of May, 1779.

Tigre—17 killed, 48 wounded, 4 drowned, 77 prisoners.

Theseus—35 killed, 62 wounded, 9 drowned, 5 prisoners.

Alliance—1 killed, 3 wounded.

Total—53 killed, 113 wounded, 13 drowned, 82 prisoners.

After leaving every necessary assistance with the Turkish army for its future operations against the French, Sir Sidney Smith repaired to the different islands in the Archipelago and Constantinople, to refit his little squadron, and to concert with the Ottoman Porte, on the most effectual measures to extirpate the French totally out of Egypt. In the mean time Buonaparte had advanced with the greater part of his army, and attacked that of the Turks in their entrenched camp before Aboukir, which, after a most desperate and bloody conflict, was stormed and carried, together with the fort of Aboukir. The carnage was dreadful on both sides, the greater part of the Turkish army perished either by the sword, or were drowned, in attempting to get off to the vessels in the Bay. The French army also suffered a considerable loss; amongst the slain were several of its principal officers.

Sir Sydney Smith, who had just arrived in the Bay, was witness to this defeat, without having it in his power to render the Turks the least assistance. Towards the end of October a considerable reinforcement of troops and ships had arrived from Constantinople: this accession of strength determined Sir Sydney Smith to proceed to the mouth of the Damietta branch of the Nile, and by making an attack thereon, draw the attention of the enemy that way, which, as had been agreed with the Grand Vizier, would leave him more at liberty to advance with the grand army on the desert. For this purpose the coast was sounded, the pass to Damietta marked with buoys and gun-boats. The attack was begun by the Tigre's gun-boats with great resolution, and possession taken of a ruined castle, from which the enemy in vain attempted to dislodge them. On the

first of November, the troops were disembarked: at first a considerable advantage was gained over the French, and they were completely routed; but the impetuosity of Osman Aga, and the troops he commanded as a corps de reserve, rushing imprudently forward in pursuit of the fugitives before they were commanded, soon turned the fate of the day. The French availed themselves of their superior tactics, rushed on the Turks with such fury, that they were thrown into the utmost confusion and disorder, fled to the water side, and throwing themselves into the sea, implored the assistance of the boats, which with some difficulty and danger saved all those who were not taken prisoners.

On the 9th of June Captain S. Peard, of the Success frigate, of 32 guns, standing towards Cape Creaux, discovered a Spanish polacre, to which he gave chace; but being near the land, she pushed for, and succeeded in getting into the harbour of La Seva, a small port about two leagues to the northward of the Cape. As there did not appear to be any batteries to protect her, and the weather favourable, Captain Peard was induced to send his boats in to bring her out, under the directions of Lieutenants Facey, Stupart, and Davison, of the marines. The boats left the ship at four in the afternoon, and at eight were seen coming out with the polacre, which had made a gallant resistance. She proved to be the Bella Aurora, from Genoa bound to Barcelona, laden with cotton, silk, rice, &c. mounting ten carriage guns, nine and six pounders, with 113 men. She was surrounded by a high boarding netting, and supported at the same time by a small battery, and a large body of musquetry from the shore, in spite of which these brave fellows, 42 only in number, most resolutely boarded

and carried her, but not without some loss, three of them being killed: Lieutenant Stupart, and nine others badly wounded. It is said that a marine, who had his right arm broke by a grape shot, was asked by Lieutenant Facey, "If his right arm was not disabled?" To which he nobly replied, "yes, it was; but thank God, though he could not pull a trigger with his right, he could handle a cutlass with his left hand;" and in this situation was very active in assisting to board and carry the vessel.

On the 19th of June, the detached squadron cruizing under Lord Keith, fell in with, and after a general chace of some hours, the Centaur, Bellona, Santa Teresa, and Emerald, came up with, and captured a French squadron of frigates from Jaffa bound to Toulon. They were from 40 to 14 guns, and had from 500 to 120 men.

On the 28th of June, the Earl St. Vincent, schooner privateer, of 18 guns, and 40 men, commanded by Captain Smith, being about six leagues from Cape Spartel, was attacked by two French privateers, mounting from eight to 12 guns, and from 60 to 80 men each, supported by four large Spanish gun-boats, which he engaged most gallantly for nearly five hours and a quarter, when finding their force too superior to contend with the hopes of success, he bore away and got into Tangier Bay, much shattered in his masts, rigging, and sails, but only three men wounded.

In June the French evacuated Naples; soon after Rear-admiral Lord Nelson arrived in that port from Palermo. Finding that the Cardinal Ruffo had concluded a disgraceful convention with the French and Neapolitan rebels; in consequence of the disapproval of this

convention by the King of Naples; his Lordship declared, that not having been ratified by his Majesty's authority, the treaty was null and void. One of the first articles of it was, to grant a pardon to Admiral Prince Caraccioli, the chief of the revolutionary party. Lord Nelson ordered the prince to be immediately arrested, and carried on board the Neapolitan frigate the Minerva, where he was tried by a court-martial, and hanged, within 24 hours after the sentence was pronounced. Several other articles of the convention were also set aside by Lord Nelson. The next step necessary to be taken was to dispossess the French of the castle of St. Elmo: for this purpose a large detachment of seamen and marines from the squadron, was landed, under the command of Captain Towbridge, of the Culloden, who was assisted for the first seven days, by Captain Ball, of the Alexander; but the rear-admiral wanting the services of this officer to be employed at Malta, his place was ably supplied by Captain Hallowell, of the Swiftzure. A party of Russians and Portuguese joined Captain Trowbridge, and rendered very essential service during the siege, which continued from the 3d to the 12th of July, when it capitulated. The loss sustained by the combined forces, was five officers, 32 rank and file killed; five officers, 79 rank and file, one marine wounded.

Captain Trowbridge was afterwards dispatched by Lord Nelson to take possession of the Roman territory. Having entered into articles of capitulation with the French General Gurnier, for the evacuation of the Roman state, on the 29th and 30th of September, a detachment of 200 seamen and marines were landed from the

Culloden and Minotaur, and took possession of Civita Vecchia, Cornatto, and Tolfa. General Bouchard, and Captain Louis, of the Minotaur, were sent to take possession of Rome on the same terms.

On the 18th of July, Captain Digby, of the Alcmene, towards the close of the day, stood into the harbour of Vivero; and notwithstanding the heavy fire of two Spanish batteries, boarded with his boats, and brought off a large ship pierced for 32 guns, laden with hemp, lower masts, and timber; the other a brig of 400 tons, with ship timber, and iron, bound to the arsenal at Ferrol.

On the 9th of August, Captain J. Brenton, in the Speedy brig, of 14 guns, with the Defender privateer, of Gibraltar, of the same force, gave chace to three Spanish armed vessels, which ran into a small sandy bay five leagues to the eastward of Cape de Gatt, and moored in a close line within a boat's length of the beach. Captain Brenton engaged them an hour and three quarters under sail, before he could gain soundings, although not more than a cable's length from the rocks. Finding the enemy had much the advantage, from constantly changing his position, he resolved to push for an anchorage, and was fortunate enough to succeed within pistol shot of the centre vessel; after a close action of three quarters of an hour, the Spaniards took to their boats, cutting the cables of two of their vessels, drove on shore; Captain Brenton sent his boats and brought them all off, under a constant fire of musquetry from the hills. The Speedy had only two men wounded; the Defender, one.

On the 4th of October, the boats of the Speedy, Captain J. Brenton, rowed into a bay near Cape Trafalquar, boarded and destroyed three or four Spanish

merchant vessels which had taken shelter under a battery, in defiance of a heavy fire from it, and musquetry on the shore.

On the 21st of December, in the evening, the Lady Nelson cutter was observed off Cabareta Point, surrounded by, and engaging several French privateers and gun-vessels. Lord Keith, who was lying in Gibraltar Bay, immediately dispatched the boats of the Queen Charlotte and Emerald, to row towards the enemy, in hopes it might encourage the cutter to resist until she could get under the guns of the ships; but in the interim she was boarded and taken in tow by two of the French privateers, in which situation Lieutenant Bainbridge, in the Queen Charlotte's barge, with 16 men, run alongside the cutter, boarded her with the greatest impetuosity, and after a sharp conflict, carried her, taking seven French officers, and twenty-seven men prisoners; six or seven others were killed, or knocked overboard in the scuffle: the privateers instantly cut the tow-ropes, and made off under Algeziras, pursued and attacked by Lord Cochran, in the Queen Charlotte's cutter. The darkness of the night prevented the boats acting in concert, otherwise all the privateers would have been taken. Lieutenant Bainbridge was severely wounded on the head by the stroke of a sabre, and slightly in other places. Some of the men were also wounded in this gallant conflict.

With respect to the Leeward Islands we have only to observe that on the 9th of February, the Constellation, American frigate of 38 guns, commanded by Commodore Thomas Truxton, captured off Nevis, after a sharp and bloody contest, the French frigate L'Insurgeate of 44 guns, and 410 men, commanded by Cap-

tain Buroe, she had 29 killed and 30 wounded. The Constellation had only one man killed and two wounded. About the middle of March, General Des Forneaux sent his secretary to St. Kitt's, for the purpose of inducing Captain Truxton to restore the Insurgente. He told him that if she was not delivered up immediately, the general would give orders to the French cruizers to capture all American vessels without discrimination. Captain Truxton coolly answered, that he had acted in perfect obedience to the orders of his government, and that no threats would induce him to disobey them. The Frenchman used promises, intreaties, and imprecations, but in vain; when finding Captain Truxton inexorable, he left him muttering as customary——Vengeance! and the Great Nation!

On the 26th of August, Captain Thomas Western, in the Tamer off Surinam, captured after a running fight and ten minutes close action, the French national corvette Le Republican, citoyen Le Boyée, of 32 guns, and 220 men, nine of whom were killed, and 12 wounded. The Tamer had two seamen wounded.

We shall now turn to Jamaica. In March the boats of the Trent frigate, Captain R. W. Otway, commanded by the Lieutenants Belchier and Balderston, with a party of marines under Lieutenant M'Gee, covered by the Sparrow cutter, most gallantly stormed a Spanish battery, in a small bay near Cape Roso, and after having effectually destroyed the guns, brought off a large ship and schooner; two other schooners, which were in the bay, were scuttled by the enemy. In performing this service, only three men were wounded.

On the 13th of April, the Amaranthe, of 14 guns, Captain F. Vesey, captured, after a brave resistance of

an hour and eight minutes, Le Vengeur French schooner letter of marque, of six 4-pounders and 36 men, 14 of whom were killed and five wounded. The Amaranthe had one killed and three wounded.

On the 14th of October, the Echo sloop of war, commanded by Captain Robert Philpot, being on a cruize off the north-west end of Porto Rico, chased a brig into Lagnadille. Seeing several vessels in the bay, Captain Philpot sent the pinnace and jolly-boat, under the command of Lieutenants Napier and Rorie, to attempt to bring some of them out; in their way they boarded and brought off a Spanish brig of two guns and 20 men, from the Spanish main. The next evening the boats were again dispatched, under Lieutenant Napier and Mr. Wood, (the boatswain) to cut out what they could from the bay. About two o'clock in the morning they arrived at the anchorage, and were hailed from the brig which had been chaced in on the 14th; they perceived her to be armed, and on the look out for them, moored about half a cable's length from the shore, with her broadside to the sea, protected by two field-pieces, one eighteen-pounder, and some smaller carriage guns, all placed on the beach. The boats did not hesitate, but resolutely boarded her on the bow; the Frenchmen and Spaniards (about 30 in number, all of them upon deck, with matches lighted and guns primed, every where prepared for action) made the best of their way down the hatchways. By the time the cables were cut, the guns on the beach opened their fire on the boats. The third shot unluckily sunk the pinnace while she was ahead towing, but fortunately no lives were lost. A favourable breeze now springing up, the brig soon got out of gun-shot, and was carried off to the Echo; she

proved to be a French letter of marque, of 12 guns and 80 men, commanded by an Enseigne de Vaisseau, with a valuable cargo on board. In this desperate and gallant conflict not a man was killed or wounded in the Echo's boats.

Captain Edward Hamilton, in the Surprize frigate, of 24 guns, being resolved to make an attempt to cut out, by the boats of thesaid ship under his command, his Majesty's late ship the Hermione, from the harbour of Port Cavallo, where there were about 200 pieces of cannon mounted on the batteries, observed well her situation on the 22d and 23d of October; and the evening of the 24th being favourable, he turned the hands up to acquaint the officers and ship's company of his intentions to lead them to the attack; which was handsomely returned by three cheers, and that they would all follow to a man. The boats, containing 100 men including officers, at half past twelve on the morning of the 25th, (after having beat the launch of the ship, which carried a twenty-four-pounder and twenty men, and receiving several guns and small arms from the frigate) boarded; the forecastle was taken possession of without much resistance; the quarter deck disputed the point a quarter of an hour, where a dreadful carnage took place; the main deck held out much longer, and with equal slaughter; nor was it before both cables were cut, sail made on the ship, and boats ahead to tow, that they could be said to be in possession of the main deck; the enemy last of all retreated to the lower decks, and continued firing till their ammunition was expended; then, and not until then, did they cry for quarter. At two o'clock the Hermione was completely recovered, being out of gun-shot from the fort, which

had for some time kept up a tolerably good fire. The captain, Don Ramond de Chalas, said she was nearly ready for sea, mounting 44 guns, with a ship's company of 321 officers and sailors, 50 soldiers, and 15 artillerymen on board.

During this daring and most gallant enterprize, the Surprize had only 12 men wounded. The enemy had 119 killed, and several wounded.

On the 15th of November, the outward-bound convoy, under the protection of Captain Lobb, in the Crescent, with the Calypso sloop of war, Captain Baker, fell in with, off Porto Rico, and was chased by a Spanish squadron; but by the judicious and skilful management of Captain Lobb, he not only secured his convoy, but captured the Spanish corvette Galgo of 16 guns and 100 men. She was added to the navy and afterwards lost on her passage home.

On the 2d of December, the Achilles armed merchantman, being on her passage to Jamaica, with about 120 soldiers on board, was attacked off St. Domingo by a large French privateer, which she engaged for some time very bravely, and at length boarded and carried; she proved to be L'Entrepeneur, of 18 guns, and 185 men, 27 of whom were killed or wounded. The Achilles had only one man killed, and 14 wounded.

We shall now advert to the naval occurrences at the East Indies—

On the 9th of February, the Dædalus frigate, of 32 guns, commanded by Captain Henry Lidgbrid Ball, being on a cruize in the latitude 31 degrees 30 minutes south, longitude 33 degrees 20 minutes east, at day-light in the morning discovered two sail, to the largest of which he gave chace; and at half past twelve o'clock

at noon he got alongside, and brought her to close action, which continued with great spirit 57 minutes, when the enemy struck, and proved to be La Prudente, French national frigate, from the isle of France, mounting 26 twelve-pounders on the main deck, two long six-pounders, and two howitzers on the quarter-deck, manned with 297 men, 27 of whom were killed, and 22 wounded. The Dædalus had two men killed and 12 wounded.

Captain Edward Cooke of La Sybille, of 40 guns, and 280 men, having received intelligence whilst at Madras that La Forte, a French frigate of 54 guns, and 700 men, was cruizing in the bay of Bengal, sailed on the 19th of February in quest of her, and on the 28th he had the good fortune to fall in with her in Ballasore roads, when, after a most gallant and spirited action of an hour and 40 minutes, she struck, with the loss of all her masts; Monsieur Serci her commander, and almost all the officers, killed or desperately wounded: the loss in men must have been very considerable, as they were driven twice from their quarters, and when taken possession of, her decks exhibited a scene of dreadful carnage. La Sybille had three men killed and 19 wounded; amongst the first was Captain Davis, of the staff, who served as a volunteer, and fell early in the action. Captain Cooke was amongst the latter, whose wounds were of so severe a nature as to oblige him to quit the deck; but the battle was nobly sustained, till the enemy struck, by Lieutenant Hardyman, on whom Admiral Rainer conferred the command of La Forte. Captain Cooke continued to linger till the morning of the 23d of May, when he died and was buried with military honours.

On the 27th of September, the Rattlesnake sloop of war, of 16 guns, and Camel storeship, of 24, which were lying at anchor in Algoa bay, a few leagues to the eastward of the Cape of Good Hope, with stores for the use of the army under the command of General Dundas, who had marched a body of troops into the interior of the country to suppress a revolt among the Caffres, were attacked by La Preneuse, French frigate, of 44 guns, and 300 men. Captains Granger and Lee were on shore with a detachment of their men serving with the army. The command devolved on Lieutenant William Fothergil, who displayed great judgment and bravery in his mode of defence. The enemy were seen about four o'clock in the afternoon, under Danish colours, steering N.W. She continued on this tack until near sun-set, when she altered her course, and stood in for the bay. About seven o'clock the Success schooner ran under the stern of the Rattlesnake, saying, she had sailed round the strange ship, and had hailed her, but received no answer; and informed them she was a large French frigate; that they counted 15 ports on a side on the main-deck. The Rattlesnake on this made the signal to the Camel for an enemy, cleared ship for action, and got springs fixed on her cables. A little before nine o'clock, it being nearly dark the enemy coming down under easy sail, brought up at about three cables' length on the Rattlesnake's bow, and veered away a cable and a half. At this time a shot was fired from the Rattlesnake under the frigate's stern, of which she did not take any notice; but from her manœuvres, it was suspected she intended boarding. To frustrate their design, a broadside was immediately given from the Rattlesnake, and was soon returned by the frigate, which

hoisted a French Jack at the mizen peak; the action then commenced with a very brisk fire, which was shortly after supported by the Camel; the cannonade continued very warm until midnight, when the Camel's fire slackened, and was soon after silenced. The enemy perceiving this, changed her position to bring her broadside on the Rattlesnake, and renewed the contest until half past three in the morning; she then slipped her cable, and removed to another part of the bay, apparently in a disabled state, to refit. At eleven o'clock in the forenoon she was under sail with only her courses, and close reefed main-top-sail set, which indicated her being much damaged in her masts. In this unequal and gallant contest, which lasted for six hours and a half, the Rattlesnake had only the carpenter and two seamen killed, with several wounded; her masts, sails, and rigging were much crippled, and eight shot between wind and water. The Camel had six wounded. On the 11th of December, the same French frigate was chased and driven on shore near Port Louis, in the island of Mauritius, by the Tremendous, Captain John Osborn, and the Adamant, Captain Hotham. As it was impossible to get her off, the boats of the ships were sent to destroy her, which was completely effected by Lieutenants Gray, Walker, and Symes, under a heavy fire from the French batteries on shore.

On the 12th of October the Trincomalé sloop of war, of 14 guns, commanded by Captain J. Rowe, being on a cruize in the gulph of Persia, fell in with L'Iphigenie French privateer, of 22 guns and 200 men: a most spirited and bloody action ensued, and continued with great fury for some time, when the vessels fell on board of each other, and soon after the Trincomalé, by some

dreadful accident, took fire and blew up ; the whole of the crew perished, excepting one seaman and one Lascar. The violence of the shock was so great, that L'Iphigenie shortly after sunk, and 115 of the crew perished.

On the 24th, the Orpheus frigate, commanded by Captain William Hills, being on a cruize in the Straits of Banca, fell in with and captured, after a short running fight, the Zeevraght and Zeelast, two Dutch armed vessels, mounted with 22 guns each, from Macassar, laden with provisions and ordnance stores, seven Dutchmen were killed, and six wounded. The Orpheus had one man killed, Mr. Hodgkins, first lieutenant, and five wounded.

On the 6th of December, the Cleopatra, a Portuguese East Indiaman, on her passage from Europe to Calcutta, was attacked by a French privateer of 18 guns, which she obliged to sheer off, after a severe conflict. The Indiaman had two men killed and six wounded. On her arrival at Calcutta, the merchants as a reward to the captain and crew for their gallantry, in having saved so valuable a ship from the hands of the enemy, presented them with 100 guineas, and the underwriters at Lloyd's made a liberal subscription for the same purpose.

On the 11th, a smart action was fought off the coast Arracon, by the Eliza Ann, and the American ship Atlantic, with a large French privateer, which after a severe conflict, they obliged to sheer off; two ladies, passengers on board the Eliza Ann, behaved with great firmness, by encouraging the crew to fight valiantly and supplied them with cartridges during the engagement.

1800.

An Example of British Seamanship—Capture of La Pallas—Of the Hereux—And Le Troisieme Trouleur—Re-capture of the Marquis of Kildare—Various Attacks—Sir J. B. Warren's successful Enterprize—Capture of La Desirée—Coghlan's heroic Exploit—Expedition against Ferrol—The Milbrooke's Engagement with La Bellone—Detention of a Danish Frigate—and her Convoy—Consequences—Occurrences in the Mediterranean—North America—West Indies—East Indies, &c.

ON the 10th of January a singular instance of British seamanship, valour, and dexterity, occurred in the escape of a pilot-boat from a French privateer. The vessel was the Amity, belonging to Bembridge, on the look-out for ships. About ten in the morning they discovered a lugger privateer about two miles distance, which they could not perceive before in consequence of the morning being hazy. There being little wind, the enemy was rowing with thirteen oars on each side, and fast approaching: the master of the pilot-boat thought it best to leave his vessel immediately, there being no other means of escaping. He and another man, therefore, got into their small boat, and desired James Wallis, the boy, to come also; but he bravely answered, "he would remain by the vessel, whatever might be the consequence." Thus resolved, he gave them his watch and all the little money he had, which he requested they would give to his father; they promised to perform his request, and immediately left him to his fate, when the privateer was only a quarter of a

mile distant. In a few minutes she shot up under his lee quarter, with an intention to grapple the pilot-boat; and having fresh way, lowered her main-top-sails and lug sail; the lad observing their design, just as they were in the act of heaving their grappling irons, put his helm down and went about, whilst the privateer fired small arms and swivels into her. This manœuvre obliged them to make sail and tack; when they had made all the sail they could, the young man with great judgment, tacked, and weathered them about the length of the lugger: the privateer having gained his wake, tacked also. The youth continued to tack every time the privateer set her sails, which was repeated sixteen or seventeen times: they likewise constantly fired when near, and particularly when crossing at a distance, never more than thirty yards. After manœuvring in this dextrous manner for above two hours, a fresh breeze happily sprung up: the pilot-boat was then on the last tack, and had gained about a cable's length to windward, when she crossed the privateer, which after firing all their swivels and small arms, bore up and left him.

On the 5th of February, the Fairy and Harpy sloops of war, commanded by Captains Horton and Bazely, being on a cruize off St. Maloe's, at half past eleven discovered a large ship running close along shore to the westward, which they soon perceived, by her not answering the private signal, to be an enemy's frigate. Captain Horton, who was the senior officer, not seeing any prospect of bringing her to action, without decoying her off the land; for this purpose tacked, which had the desired effect; the Frenchman immediately gave chace; at one o'clock she arrived within pistol

shot of the sloops, when a close and brisk action commenced, and continued till a quarter before three, when the enemy made sail. As soon as the sloops had repaired the damage which they had sustained in their rigging, &c. they went in pursuit of the enemy. At four, three strange sail were discovered, which proved to be La Loire, Captain Newman; Danae, Captain Lord Proby; and Railleur, Captain Turquand, which immediately joined in the chace. The next morning Captain Newman came up with the enemy close in shore under the Seven Islands, where she was supported by a battery: after an action of two hours and ten minutes, she struck, and proved to be La Pallas national frigate, never before at sea, mounting 42 guns, and 350 men, on her passage to Brest. La Loire had two killed; three midshipmen and 16 men wounded. Railleur, two killed and four wounded. Fairy, four killed; Captain Horton, the purser, and seven seamen wounded. Harpy, one killed and three wounded. The Pallas was added to the navy, and called La Pique.

On the 5th of March, the Phœbe, of 36 guns, Captain Robert Barlowe, being on a cruize off the coast of Ireland, observed in the morning a ship bearing down upon him, which on her arriving within musket shot, discovered her error, (having mistaken the Phœbe for an East Indiaman,) and hauled her wind, opening at the same time a well directed and spirited fire, in hopes to disable the Phœbe in her rigging, and by that means effect her escape; the enemy was, however, soon compelled to strike, paying dear for his temerity, having 18 men killed, and 25 wounded. She was the Hereux, mounted with 22 brass twelve-pounders, and 220 men. The Phœbe had one man killed and five wounded, two

of them mortally. L'Hereux was purchased by government, and added to the navy.

On the 9th of April, the Mayflower privateer, being on a cruize off Cape Pinas, fell in with, and after a brisk action of nearly five hours, captured Le Troisieme Trailleur, French privateer, of 14 guns and 68 men, three of whom were killed, and five wounded; the Mayflower one man killed, and four wounded. She also captured the Neptune French privateer, having on board General Des Fourneaux and suite, bound to Guadaloupe.

On the 15th, the Marquis of Kildare Lisbon packet was re-captured by Captain Newman, late of the Jane packet, which had been taken by a French privateer. The circumstances relating to it are as follow:—Captain Newman had been permitted to go to Lisbon with some of his people, and on the 29th of April took his passage for Falmouth on board the above ship. A fortnight after they were taken by a French privateer; the captain, officers, and crew were taken out, leaving five men of the Jane's crew on board, as likewise a lady, with her sick brother and father, and three of the Marquis of Kildare's people who had hid themselves; they then put a prize-master on board, with 17 Frenchmen, and ordered her for Corunna. Three days afterwards being in sight of the above place, distant about eight leagues, Captain Newman found means to possess himself of the captain's pistols, and one of the Jane's people seized his cutlass; the others jumped abaft the tiller-rope, and got hold of the boarding-pikes, when they made a rush at the Frenchmen, drove them off the deck, and took possession of the ship: Captain Newman then gave them the long boat with some fruit and wine, and

what bread could be spared, and turned them adrift eighteen in number. The Marquis of Kildare, after experiencing many difficulties reached St. Ive's, in Cornwall on the 31st of May.

Early in the month of June, Sir Edward Pellew was sent by Earl St. Vincent, with a squadron of ships of war, having on board a detachment of troops, under the command of Major-general Maitland, in order to land and endeavour to assist the Royalists and Chouans in Quiberon bay and the Morbihan. On the 4th, the forts on the south west end of Quiberon were silenced by the fire from the ships of war, a body of troops landed under the command of Major Ramsay, and the forts were destroyed; several vessels brought off, and some scuttled, with the loss of only two men killed and one wounded on board the Cynthia. On the morning of the 6th, before day-light, 300 of the Queen's regiment were landed in the Morbihan, and with the gun launches and naval force under the command of Lieutenant Pinfold, of the Impetueux, brought off two brigs, two sloops, two gun-vessels, and about 100 prisoners; L'Insolente brig corvette of 18 guns, was boarded with much bravery by Lieutenant Pinfold, who was obliged to burn her with several other vessels; the guns on the forts destroyed, and magazines blown up. On this service, one seaman was killed, and some slightly wounded.

On the night of the 17th, Sir Edward Pellew and General Maitland had intended to make an attack upon Bellisle; but some circumstances occurred to prevent it, which occasioned it being postponed. The night of the 19th was next fixed on; but on the morning of that day, the general received intelligence, that the forces on the island amounted to 7000. With such a superi-

ority on the part of the enemy, it was thought necessary to defer the attempt. The British troops were landed and encamped on the island of Houat, from whence they embarked on board the troop ships and proceeded for the Mediterranean.

On the morning of the 11th of June, Sir John Borlase Warren dispatched the boats of his squadron, under the command of Lieutenants Burke, Jones, Green, Gerrard, Stomp, and Price, to attack and endeavour to bring out a convoy of the enemy which he had observed at anchor at St. Croix, within the Penmarks. This service they performed in a most resolute and gallant manner, in opposition to a heavy battery, three armed vessels, and a constant fire of musquetry from the shore. They brought off the three armed vessels and eight others laden with supplies for the fleet at Brest; the rest amounting to twenty sail, run upon the rocks, and many of them were lost. Four men were wounded in the boats.

On the 23d, a more desperate attack was made by the boats of the same squadron, on the enemy's vessels of war and convoy in Quimper River. The attack was made under the immediate directions of Captain Thomas Byam Martin, of the Fisgard, on board of whose ship the boats were ordered to rendezvous. At daylight in the morning, they arrived off the entrance of the river, and in order to protect the boats in the execution of this service, the marines were landed in two divisions, the one on the right bank of the river, under Lieutenant Burke, of the Renown, the other on the left, under Lieutenant Gerrard, of the Fisgard. Lieutenant Yorke commanded the boats, and was going with great expedition and good order, to the attack; but finding the

enemy had removed to an inaccessible distance up the river, he immediately landed, stormed and blew up a battery, with several 24 pounders, two other strong works with their magazines were also blown up; the three forts were mounted with seven 24-pounders.

On the 1st of July, Sir John Borlase Warren having received information that a ship of war, with a large convoy of the enemy, were lying within the island of Noirmoutier, destined to Brest, with provisions, &c. for the fleet, was determined to attempt the destruction of these vessels; he therefore anchored in the bay of Bourneuf, and directed the boats of the squadron to rendezvous on board the Fisgard, and follow the orders of Captain Martin. The enemy's armed vessels and convoy, were lying within the sands in Bourneuf bay, moored in a strong position of defence, and under the protection of six heavy batteries, at the south east part of Noirmoutier, besides flanking guns, on every projecting point. Captain Martin having made a judicious arrangement for the attack, by forming the boats into three divisions, under the direction of Captain Burke, dispatched them from the ship some time after dark. At twelve o'clock they resolutely boarded, and after much resistance and considerable loss on the part of the enemy, got possession of the ship of war, four armed vessels, and fifteen merchantmen, the whole of which were burnt, on finding it impossible to bring them out. On the return of the boats, after having performed this essential service, they unfortunately took the ground, and in less than ten minutes, were perfectly dry by which unlucky circumstance they became exposed to a continued fire from the forts, and 400 French soldiers formed in the rear; but in opposition to this, they determined

to attack other vessels of the enemy, and endeavoured to secure one sufficiently large to receive all the party, which they accomplished; and with great intrepidity, exertion, and strength, drew her upwards of two miles over the sands, until they were up to their necks in water before she would float. The vessels taken and burnt by the boats of his Majesty's ships, Renown, Fisgard, and Defence, were, armed-ship La Terese, 20 guns: a lugger of 12 guns; two schooner gun-boats of six guns each; and one cutter of six guns.—Total 50 guns.—Merchant, fifteen sail, (all laden as well as the armed vessels) with flour, corn, provisions, bale goods, and ship timber, for the fleet at Brest. The number of English taken prisoners were,

Renown—One officer, one petty officer, 21 seamen, and 13 marines—Total 36.

Fisgard—Two seamen.

Defence—Three petty officers, 30 seamen, and 21 marines—Total 54.

On the night of the 9th of July, the squadron of frigates, fire ships, &c. under the command of Captain Inman, of the Andromeda, made an attempt to take or destroy the French frigates in Dunkirk Road. The Dart sloop of war, commanded by Captain Patrick Campbell, stood in, in the most gallant manner, and with intrepid bravery boarded, carried, and brought off, after a desperate resistance, La Desirée, of 40 guns, and 350 men. The fire-ships followed; but the moment the enemy discovered them to be in flames, they cut their cables, and stood down the inner Channel within the Braak Sand: the next morning they regained their anchorage without our ships being able to molest or cut them off. The loss sustained in this attack, was one

one man killed on board the Dart, Lieutenant James M'Dermett badly wounded, and 10 men; Comet, two wounded; Biter, two wounded; Ann cutter, one wounded; Kent cutter, one wounded. Several of the French officers and men who were taken on board the Desirée, being very badly wounded, Captain Inman sent them the next morning into Dunkirk with a letter to the French commodore who returned a polite answer.

On the night of the 29th of July, a most heroic exploit was undertaken by Mr. Jeremiah Coghlan, acting Lieutenant, commanding the Viper cutter. This gallant young man, when watching port Louis, thought he could succeed in boarding some of the enemy's cutters and gun-vessels, which he had observed moving about the entrance of that harbour; and for this purpose, he entreated Sir Edward Pellew, of the Impetueux, who was stationed off this port, to let him have a ten-oared cutter, with twelve volunteers, which being granted, he, with Mr. Silas Padden, midshipman, and six of his men, making in all 20, accompanied by his own boat, and one from the Amethyst, determined to board a gun-brig, mounting three long 24-pounders, and four six-pounders, full of men, moored with springs on her cables, in a naval port of difficult access, within pistol shot of three batteries, surrounded by several armed craft, and not a mile from a 74, bearing an admiral's flag, and two frigates. Undismayed by such formidable appearances, the early discovery of his approach, (for the enemy were at quarters) and the two other boats at a considerable distance, Mr. Coghlan bravely determined to attack alone, and boarded the brig on the quarter; but unfortunately, in the dark, jumping into a trawl net

hung up to dry, he was pierced through the thigh with a pike, and several of his men hurt, and all knocked back into the boat. Unchecked in ardour, they hauled the boat further a-head, again boarded, and maintained against 87 men, 16 of whom were soldiers, an obstinate conflict, killing six, and wounding 20, among whom was every officer belonging to her. Mr. Coghlan's bravery was at length crowned with success, bringing off his prize from under the fire of the batteries, and several small armed vessels which lay around her. This daring enterprize was executed with the loss of only one man killed, and eight wounded, including Mr. Coghlan and Mr. Padden, who was wounded in six places; he was knocked, with several of his party, overboard and twice beat into the boat; notwithstanding they returned to the charge with unabated courage. The brig was Le Cerbere, commanded by a Lieut. de Vaisseau. The squadron, to mark their admiration of such distinguished and determined bravery, gave her up as a prize to the conquerors.

On the 19th of August, the boats of the Woolverine, with those of the Sparkler and Force gun-brigs, destroyed two vessels in the bay of Grand Camp, which had taken shelter under the batteries, which, with about 200 soldiers on the beach, kept up a constant fire upon them. Three men were wounded, and four of the enemy killed.

On the 25th, the squadron under the command of Sir John Borlase Warren, with the ships armed en flute, having on board a large body of troops, arrived off the Bay of Plava de Dominos, near Ferrol. General Sir James Pulteney having desired that the troops might be disembarked, Sir John Warren directed Sir Edward

Pellew to superintend that service, assisted by Captains Hood, Dalrymple, Fyffe, and Stackpoole, with Captains Guian, Searle, and Young, which was ably performed on the same night, in the above-mentioned bay, after a fort of eight 24-pounders had been silenced by the fire of the Impetueux, Brilliant, Cynthia, and St. Vincent gun-boats; the whole army were on shore without the loss of a man, together with sixteen field-pieces, attended by seamen from the men of war, to carry scaling ladders, and to get the guns to the heights above Ferrol. Immediately the troops landed, they ascended a ridge of hills adjoining to the bay. Just as they had gained the summit, the rifle corps fell in with a part of the enemy, which they drove back; Lieutenant-colonel Stewart, who commanded the corps, was wounded. At day-break on the morning of the 26th, a considerable body of the enemy was repulsed by the brigade under the command of Major-general the Earl of Cavan, supported by some other troops; this advantage gave the British the complete and undisturbed possession of the heights which overlooked the town and harbour of Ferrol; but not without some loss, chiefly owing to the steep and rocky ground the troops had to march over. Sixteen were killed. Lieutenant-colonel Stewart; Captain Hamilton, of the 27th; Captain Trevors, of the 79th; Lieutenant Edmonstone, of the the 2d battalion of the Royals; and Captain Torrens, of the 1st battalion of the 52d, (who died of his wounds;) and 63 rank and file wounded. On the same evening the general informed Sir J. Warren, that from the strength of the country, and the enemy's works, no further operations could be carried on, and that it was his intention to re-embark the troops; which service was accomplished

with great order and regularity before day-break on the 27th, when the squadron proceeded to sea, and the next day arrived off Vigo.

On the night of the 29th of August, the boats of the squadron under the command of Sir John Borlase Warren, placed under the directions of Lieutenant Burke, attacked with the greatest bravery a French privateer, moored close to the batteries in Vigo Bay. Her commander, resolved to defend his ship, had laid over the hatches to prevent his people giving way, and, to shew that they were prepared, cheered as the boats advanced: notwithstanding this determined opposition, they resolutely boarded and carried her in 15 minutes, after a desperate resistance, with the loss of 25 men killed, and 40 wounded, amongst the number her commander mortally. The loss sustained on our part was four killed; Lieutenants Henry Burke, of the Renown; John Henry Holmes and James Nenne, of the Courageux, with 17 men wounded.

Early in the morning on the 13th of November, the Milbrooke schooner, of 18 guns, and 45 men, commanded by Lieutenant Matthew Smith, being off Oporto with two brigs of the Newfoundland convoy under his protection, fell in with a French privateer ship, of 36 guns; Lieutenant Smith at this time observed several other vessels in the offing, which he had reason to suppose was a part also of the above convoy. The vast superiority of the enemy's force did not operate on the gallant spirit of Lieutenant Smith, whose principal object was the preservation of his convoy; he therefore came to the resolution of giving the enemy battle, and in order to give his convoy a more favourable opportunity to escape, he made sail to close with her. It being

nearly calm, it was eight or nine o'clock before the Milbrooke arrived within gun-shot of her antagonist, when a spirited action commenced, and was maintained with great bravery until near ten o'clock, when the enemy's colours appeared to be struck: but the Milbrooke at this time having ten of her guns disabled, the masts, yards, sails, and rigging, much wounded and cut to pieces, Lieutenant Smith could not prevent the enemy from taking advantage of a breeze springing up, and with the assistance of his sweeps to get off. In this unequal contest the Milbrooke had only ten wounded; amongst them were Mr. Thomas Fletcher, the master, and Mr. J. Parston, surgeon's mate. The enemy's vessel, which proved to be La Bellone, of 36 guns and 320 men, put into Vigo, with the loss, it was said, of 20 men killed, the first and second captains, and 45 wounded.

We shall now give a brief sketch of the occurrences relative to the armed neutrality, and rupture with the northern states.

On the 25th of July, a squadron of his Majesty's frigates being off Ostend, at six in the evening fell in with the Freya, Danish frigate, having under her convoy, two ships, two brigs, and two galliots. Captain Baker, who was the senior officer in the Nemesis, hailed her, and said he would send his boat on board the convoy. The Danish captain replied, that if he attempted it he would fire into the boat. The Nemesis's boat was then lowered down, with a midshipman and four men in her, ready to go on board the convoy; the Danish frigate immediately fired several shot, which missing the boat, struck the Nemesis, and killed one man. The Nemesis immediately gave the Dane a broadside; a most spirited action ensued, and lasted about twenty

minutes, when the Dane being much crippled, struck his colours. The frigate and convoy were carried into the Downs.

The Dane had eight men killed and several wounded; the Nemesis and Arrow, each, two killed, with several wounded.

In consequence of the detention of the Danish frigate and her convoy, government lost no time in deputing Lord Whitworth to the court of Denmark, which led to a correspondence, between Mr. Merry, Lord Grenville, and Lord Whitworth, previous to the negociation with the Danish minister. Lord Whitworth was accompanied by the fleet under the command of Vice-admiral Dickson, in order to give weight to the negociation, as well as to secure and protect the Baltic convoy, should the court of Denmark not accede to the terms proposed. The admiralty of Denmark ordered 18 sail of the line to be equipped, besides frigates. On the 29th of August, Lord Whitworth terminated the negociation, and signed a convention with the Danish minister, Count Bernstorff.

In consequence of the correspondence between Great Britain and Denmark, an embargo was laid on all the British shipping in the ports of Russia, Nov. 5: the numbers at this time amounted to about 200 sail. Two British ships attempted to break the embargo, whereupon it was enforced more strongly, with the emperor's reasons for so doing.

An armed neutrality between his Majesty the King of Sweden, on the one part, and his Majesty the Emperor of all the Russias, on the other part, was concluded and signed at St. Petersburgh, Dec. 15.

We shall now take a review of the transactions in the Mediteranean—

Vice-admiral Lord Keith, early in the year, cruized off the harbour of Valette, in the island of Malta, to prevent the French from throwing any succours into it. His Lordship having received certain intelligence, that an enemy's squadron was expected to make the attempt, directed Lord Nelson to proceed to windward of the island, to look out with three sail of the line, the Lion to keep off the passage between Goza and Malta, and the Alexander off the S. E. side of the island, whilst he remained in the Queen Charlotte, with the Phaeton, Serena, Neapolitan frigate, and the Minorca sloop, close in with the mouth of the harbour. On the 18th of February, at break of day, Lord Nelson discovered the Alexander in chace of a line of battle ship, three frigates, and a corvette. About eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships a-stern, continued the chace. The Audacious and El Corso were ordered to take possession of her. At half past one P. M. the enemy's frigate and corvette tacked; but the line of battle ship not being able to tack without coming to action with the Alexander, bore up. The Success being to leeward, Captain Peard with great judgment and gallantry, lay across his hawse and raked him with several broadsides; in passing the French ship's broadside several shot struck the Success, by which one man was killed; the master and eight men wounded. At half past four the Foudroyant and Northumberland coming up, the former fired two shot, when the French ship fired her broadside, and struck her colours. She proved to be Le Genereux, of 74

guns, bearing the flag of Rear-admiral Perée, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta. The other ship taken was a large armed transport, with stores, provisions, &c. for Malta.

Lord Keith, in consequence of the loss of the Queen Charlotte, which was unfortunately destroyed by accidental fire, March 17, hoisted his flag on board the Audacious, and soon after shifted it to the Minotaur. His lordship proceeded with part of his fleet off Genoa, which port he blocked up; and continued to co-operate with the Austrian general, Melas, until the beginning of June, at which time the French army evacuated that city and the whole of the Genoese territory. During the blockade of Genoa, the city and Mole were frequently bombarded by the British flotilla; in one of these attacks, Captain Philip Beaver, of the Aurora, who was entrusted by Lord Keith, with the command of it, in a most spirited and gallant manner, under a smart fire of cannon and musquetry from the moles, and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, La Prima of 50 oars, and 257 men armed, with two brass 36-pounders, and 30 brass swivels in her hold. Only four men were wounded in performing this service.

On the 21st of March, Captain Austen, in the Petterell sloop of war, stood into the bay of Marseilles; and within six miles of the town, most gallantly attacked a ship, brig, and xebecque corvettes belonging to the French republic; drove on shore the ship and xebecque, and brought off the brig, without sustaining any loss in men, and but little damaged in the rigging, &c. although

at one time within a cable's length of the shore exposed to two batteries. The Ligurienne brig taken, was mounted with 16 guns, and 104 men, commanded by a Lieutenant de Vaisseau, who with one seaman was killed; and two wounded. This vessel was built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease. The prisoners informed Captain Austen, that the ship was Le Cerf, mounting 14 guns, and the xebecque Le Joillet of 6 guns.

Captain Manley Dixon was stationed off Malta, with a squadron of ships of war in order to prevent succours being thrown in, or any of the enemy's ships of war escaping out of the ports. On the night of the 30th of March, Captain Dixon, for the purpose of observing the enemy's motions more narrowly, directed Captain Blackwood, in the Penelope, to stand close to the Valette. About midnight, an enemy's ship was descried by him, when the Minorca was sent to inform Captain Dixon of it; Captain Blackwood making also the necessary signals, and giving chace himself. The squadron which was at anchor, instantly cut or slipped their cables, and went in pursuit under a press of sail; guided solely by the cannonading of the Penelope. At daybreak the Lion had arrived within gun-shot of the chace, and the Penelope was observed to be within musquet shot, raking her, the effects of whose well-directed fire during the night, had shot away her main and mizen top-masts and main-yard; the enemy appeared in great confusion, being reduced to his head sails, going with the wind on the quarter. The Lion was run close alongside; the yard-arms of both ships being just clear, when a destructive broadside of the three round shot in each

gun was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen shrowds; after a short interval the boom was carried away, and the ships disentangled; Captain Dixon's object was to prevent either being boarded, or exposing himself to the powerful broadside of the enemy; he therefore maintained his position across her bow, firing to great advantage; whilst she could only return with her bow chasers and musquetry, which was prodigious, being full of troops. In about fifty minutes after the engagement began, the Foudroyant came up under a press of canvas, and hailed the enemy to strike, which being declined, a most gallant and furious action ensued, the Lion and Penelope frequently doing great execution: in about an hour and a half, the enemy being completely dismasted, struck. She proved to be the Guillaume Tell, of 86 guns, and 1000 men, bearing the flag of Rear-admiral Dacres, the only remaining ship of the French fleet which was in the action of the 1st of August, 1798. On this ship's arrival in England her name was changed to the Malta. The Foudroyant had eight men killed, and 61 wounded, among whom was Sir Edward Berry slightly. The Lion, seven killed and 38 wounded. The Penelope, two killed, and two wounded.

On the 6th of April, Rear-admiral Duckworth being on a cruize with a small squadron off the Straits, fell in with, and after a short running fight, captured part of a Spanish convoy, with two of the frigates out of three which were escorting them. They were bound to Lima, and richly laden. The Spanish ships had on board 3000 quintals of quicksilver. The Carmen of 36

guns, and 340 men, had on board the Archbishop of Buenos.

On the night of the 24th of August, the French frigates La Justice and La Diane, slipped out of the harbour of Valette, in hopes to escape the vigilance of the cruizers employed at the blockade of Malta; they were however discovered, pursued, and after a chace of several hours, La Diane, of 42 guns, having on board only 114 men, was taken; La Justice escaped. She was the only vessel remaining which had not been either taken or destroyed of the fleet at Aboukir.

Captain W. Ricketts, of the El Corso sloop of war with the Pigmy cutter, having been sent by Lord Keith to destroy some vessels in the port of Cesenatico, finding it impossible to approach within gun-shot of the Mole, on the night of the 26th of August, dispatched Lieutenant John Lucas Yeo, with the boats, to perform this service, which he executed with great judgment and gallantry; destroyed thirteen vessels, five of which were sunk at the mouth of the harbour and both piers entirely consumed.

On the evening of the 3d of September, Captain T. Louis, of the Minotaur, dispatched the boats of that ship, with those of the Niger, to cut out and destroy two Spanish corvettes, which were lying in Barcelona Roads, which were suspected to be laden with stores, &c. for the relief of Malta. The command of this enterprize was intrusted to Captain Hillyar of the Niger, and Lieutenant Schomberg, of the Minotaur, who volunteered their services; assisted by Lieutenants Warrond and Lowry, of the Minotaur; Healy of the Niger; Lieutenant Jewell, of the marines; and Mr. Reid, master. About eight o'clock the boats put off from the

ship; as they rowed towards the shore, a Swedish vessel was discovered standing into the road, of which circumstance Captain Hillyar availed himself, by putting on board of her a number of his people, and taking the boats in tow, got alongside the corvette about nine o'clock, without being perceived, or the enemy even suspecting that he was in danger of an attack. The alarm was no sooner given, than a heavy fire commenced from the ships, four strong batteries, ten gun-boats, two schooners, and shells thrown from the fort of Mount Joui. At ten the corvettes were carried, after a stout resistance, and brought off. They proved to be El Esmiralda and La Paz, each mounting 22 brass guns, about 400 tons, laden with provisions, stores, &c. supposed bound to Batavia, on Dutch account; as several Dutch officers were found on board, and they were to have taken 300 troops of the regiment of Batavian Swiss on board at the island of Majorca. The loss sustained, amounted to two seamen killed and five wounded belonging to the Niger; Mr. Reid, master of the Minotaur, slightly wounded. La Paz had one killed, and four wounded; Esmiralda, two killed and 17 wounded. The capture of these vessels, under cover of a neutral flag, became a subject of much discussion between the courts of Spain and Sweden, with the other northern states and Great Britain.

On the morning of the 28th of October, the boats of the Phaeton frigate, under the command of Lieutenant Beaufort and Huish, assisted by Lieutenant Duncan Campbell of the marines, boarded, and after an obstinate resistance, carried and brought out from under the fortress at Fangeròlla, the San Josef Spanish armed ship, mounting 14 guns, completely found in small

arms of every kind, and manned by 49 seamen, and 22 soldiers. In this conflict one man was killed and four wounded. The enemy had 13 badly wounded.

A great number of privateers were fitted out this year by the merchants and traders in Nova Scotia, several of which were very successful, particularly the brig Rover, of 14 four pounders, and 55 men, commanded by Captain Godfrey, fitted out at Liverpool, in the above Province, and which sailed on a cruize the 4th of June. On the 10th of September, they chaced a Spanish schooner on shore, and destroyed her. Being close in with the land and becalmed, they discovered a schooner and three gun-boats under Spanish colours making for them. As the enemy drew near, they engaged them with muskets and pistols, keeping with oars the stern of the Rover towards them, and having all their guns well loaded with great and small shot ready against they should come to close quarters. After a close action which lasted three glasses: they were enabled to board her and carry her, at which time the gun-boats sheered off, apparently in a very shattered condition. She was the Santa Ritta, mounting 10 six-pounders and two twelve-pound carronades, with 125 men.

On the 7th of October, Lieutenant Croyndon Boger, in the Gipsey schooner, of 10 four-pounders, and 42 men, fell in with off the north end of Guadaloupe, a French armed sloop, Le Quiproquo, mounting eight guns, six and nine pounders, with 98 men, which after a very gallant and severe conflict, he compelled to strike, though so much superior in point of force.

On the 14th of March, Captain J. W. Loring, being on a cruize off St. Jago de Cuba (Jamaica) discovered a privateer schooner on shore. Lieutenant Lane was

dispatched with the boats to bring her out; but the enemy having taken post on the two heights at the entrance of the bay, from whence they kept up so brisk a fire, the boats were repulsed, and Lieutenant Lane killed. Captain Loring, determined to persevere in his attempt to dislodge the enemy, and either take or destroy the schooner, landed Lieutenant Pasley, with a party of men in a bay about ten miles distant, to march round and attack the enemy in the rear, whilst he himself went in the boats to attack them in front. Before Captain Loring got into the bay, Mr. Pasley had driven the enemy from their position, and destroyed the schooner; she mounted two guns, with a great quantity of small arms.

On the 13th of April, Mr. William Buckly, master of the Calypso sloop of war, having been sent by Captain Baker, in the cutter, armed, to cruize close under Cape Tiberon, at eleven o'clock at night discovered a schooner becalmed under the land, and pulled immediately for her: when the boat approached within hail, she was desired to keep off; and upon their not complying, a discharge of musketry commenced upon them, under which they gallantly boarded; and after a short, but smart conflict, carried the schooner, La Diligente of six guns and 39 men, and brought her off.

On the 20th of August, the Seine of 42 guns, commanded by Captain David Milne, being on a cruize off St. Domingo, observed a large ship standing to the northward through the Mona Passage, to which he instantly gave chace, and by sun-set got so near up as to perceive she was a large French frigate. On the morning of the 21st he was able to bring her to close action, which was bravely maintained on both sides for an hour

and a half, when she struck. She was the Vengeance, mounting 28 eighteen-pounders on the main deck, 16 twelve-pounders, and eight 42-pound carronades on her quarter-deck and fore-castle, and brass swivels on the gun-wale, with shifting guns on the main and quarter-decks. The loss sustained on board the Seine, was 13 men killed, and 29 wounded. The enemy's loss was very considerable.

On the 11th of September, Captain Frederick Watkins, of the Nereide frigate, being off Amsterdam, the principal port in the island of Curacoa, was given to understand that the Dutch inhabitants wished to claim the protection of his Britannic Majesty; and that the French, who had about 1500 men on the island, threatened to storm the principal fort that night. Captain Watkins accordingly pushed for the harbour, and having landed a detachment of his men, took possession of the forts; this, together with the appearance of the frigate to support them, obliged the French to retire to the west side of the islands, which they totally evacuated by the 22d. Articles of capitulation were agreed upon between the governor and Captain Watkins, for the submission of the whole island and its dependencies, to his Britannic Majesty.

On the 4th of August, Captain Rowley Bulteel, of his Majesty's ship Belliqueux, on his passage out with the East India convoy, at day-light in the morning discovered four sail; which at first hauled their wind and stood towards him; but soon perceiving the force of their chase, bore up under a press of sail and separated. Captain Bulteel pursued the largest, La Concorde, French frigate of 44 guns and 414 men, which at half past five in the afternoon of the 5th he came up with,

and after firing a few guns, struck. The same evening, La Medée of 36 guns, and 315 men commanded by Citizen Daniel Condein, struck her colours to the Bombay Castle, Captain John Hamilton, and the Exeter, Captain Henry Meriton. The other French frigate, La Franchise, of 42 guns and 380 men, effected her escape.

On the 9th of August, the Wellesley armed store ship of 22 guns, commanded by Captain Gordon, was attacked by a French frigate, of 36 guns, which after a a severe contest Captain Gordon obliged to sheer off much disabled.

October 9, the Kent East Indiaman, being off the Sand-heads on her passage to Bengal, fell in with and was attacked by Le Confiance French privateer of 26 guns, and 250 men. The battle was maintained with infinite bravery by Captain Rivington, for one hour and forty minutes, during which time the ships were frequently on board each other; at length the great superiority which the enemy had in numbers of men and musquetry from which they kept up an incessant fire, the Kent was carried by boarding; at this time Captain Rivington, after the most manly conduct in the defence of his ship, fell; twelve of his gallant companions also were killed, and 42 wounded.

Nov. 22, a very spirited and gallant action was fought near Muscat, between the East India company's armed snow Intrepid, commanded by Captain Hall, and a French privateer superior in force. After a severe and bloody conflict, the enemy sheered off, leaving the Intrepid two much crippled to follow her.

1801.

Preliminary Remarks—Actions by Captains Hood and Barton—Two Spanish vessels destroyed—La Chevrette and L'Invention captured—Attack at Boulogne—El Neptune boarded—Expedition to the Baltic—Transactions in the Mediterranean, &c. &c.

A STRONG squadron was ordered early in January, to rendezvous in Yarmouth Roads, to sail into the Baltic so soon as the weather would permit, the command of which was conferred on Admiral Sir Hyde Parker, who had under him Vice-admiral Lord Nelson, Rear-admirals Graves and Totty.

On the 14th, an embargo was laid on all Russian, Swedish, and Danish ships in the united kingdoms of Great Britain and Ireland.

On the 23d, a French squadron, under the command of Rear-admiral Gantheaume, took the opportunity of a strong gale from the N. E. in which the British fleet was forced from its station, to slip out of Brest.

On the 26th, the Oiseau, Sirius, and Amethyst, commanded by Captains Samuel Hood, Linzee, King, and Cook, captured, near Cape Belem, after a chace of forty-two hours, and a running fight with the two first of forty-five minutes, La Dedaigneuse French frigate, of 36 guns and 300 men, of whom several were killed;

her captain, fifth lieutenant, and 15 men wounded. None were either killed or wounded on board the British frigates; their sails, rigging, &c. a little damaged.

On the same night, the Concorde, Captain Robert Barton, being off Cape Finisterre, fell in with the French squadron under M. Gantheaume, and was chaced by one of his frigates; the Concorde at this time having a Swedish ship in tow, cast her off, and bore away large. At day-light on the 27th, the frigate which had chaced was drawn at some distance, from the fleet; this enabled Captain Barton to bring her to close action, which was maintained with much gallantry for forty minutes, when the fire from the enemy was completely silenced; but the French squadron had by this time approached so near to her assistance, that it was impossible for Captain Barton to think of taking possession of his prize, especially as the greater part of his rigging and sails were much cut: he therefore judged it most prudent to bear up for an English port, to communicate the intelligence of his having fallen in with the above squadron, and its probable destination from the course it steered. In this contest the Concorde had five men killed, and 24 wounded. The enemy's frigate, which was known to be Le Bravoure, had a lieutenant and nine men killed; her captain and 24 wounded.

On the 16th of May, the boats of the Naiad and Phaeton frigates were sent under the command of Lieutenant Marshall, to attack two Spanish armed vessels in the port of Marin, near the town of Pontevedra, one of which was moored stem and stern, under the protection of a five gun-battery. In defiance of this force, Lieutenant Marshall and his brave associates,

View of Boulogne Harbour at low Water

boarded and brought off L'Alcudia, the largest, and destroyed El Raposo. Captain Ricketts was also obliged to set fire to L'Alcudia. In the execution of this service, only four men were wounded.

Captain Charles Brisbane, of the Doris, who was employed with a squadron of frigates to watch the motions of the enemy's fleet at the entrance of Brest harbour, having observed a large ship corvette, (La Chevrette of twenty 9-pounders) at anchor under the batteries in Camaret bay; and thinking it practicable to cut her out, on the night of the 21st of July, the boats of the Doris, Beaulieu, and Uranie, with two from the Robust, were dispatched, under the command of Lieutenant Losack of the Ville de Paris. The boats of the squadron were discovered at some distance from the ship, and a tremendous fire was instantly opened from the corvette, as well as the batteries; nothing could damp the ardour of the intrepid assailants, who, amidst a shower of shot, rowed on, got alongside of, and boarded the enemy, who they found fully prepared to receive them, having arranged their men well armed three deep along the booms. The ship was bravely defended for a considerable time, until the deck was filled with the dead and dying: when the enemy, no longer able to resist the superior valour of the British seamen, declared they had struck. The victors brought off their prize, exposed to an incessant fire from the batteries, and in sight of the combined fleets, lying in Brest.

On the 27th Captain H. Hotham, in the Immortalité, being on a cruize in the bay, fell in with, and captured a French privateer, L'Invention, carrying 24 guns on a flush deck, and 210 men.

Lord Nelson having hoisted his flag on board the Medusa, on the 3d of August sailed from the Downs with the squadron, composed chiefly of gun-vessels and bombs; the next morning his lordship made a vigorous attack upon twenty-four of the enemy's armed vessels moored off Boulogne. The shells were thrown with such precision, that in the course of the day three of the enemy's flats and a brig were sunk, and six were driven ashore much damaged. At high water the remainder took refuge in the harbour. This service was performed with no loss.

The enemy having again moored their flotilla off Boulogne, which was considerably augmented to what it had been in the preceding attack, Lord Nelson proceeded thither with his squadron, determined, if possible, either to destroy or bring them off. At half past eleven at night, August 15, the boats put off from the Medusa, and proceeded in the best possible order. At half past twelve, Captain Parker, with the second division, commenced the attack in a most intrepid and gallant manner; but attempting himself to board a brig off the Mole, wearing the commodore's broad pendant, which had a strong netting traced up to her lower yards, all his endeavours were baffled; an instantaneous discharge of her guns, and small arms, from about 200 soldiers on her gunwale knocked Captain Parker, with most of the crew, upon their backs into the boat, all of whom were either killed or badly wounded. Mr. Cathcart midshipman of the Medusa, instantly came and towed the boat off. The other boats in Captain Parker's division, were conducted and fought with distinguished bravery, most of their crews being either killed

or wounded. It being considered fruitless to make any further attempts on the enemy's flotilla, the boats soon after day-light returned to the squadron.

On the night of the 20th, the boats of the Fisgard, Diamond, and Boadicea, commanded by Lieutenant Piper, boarded and brought out of the harbour of Corunna, El Neptune, a new ship, pierced for 20 guns, belonging to his Catholic Majesty; a gun-boat, mounting a long 32-pounder; and a merchant ship which were moored within the strong batteries that protect the port, and so near them that the centinels on the ramparts challenged the boats, and immediately commenced a heavy fire. This gallant exploit was accomplished without any loss.

On the 20th, the boats of the small squadron under Captain Rose, of the Jamaica, took and destroyed six large flats near St. Valleroy, defended by five field pieces on shore, and a body of military posted on the beach. This service was performed with the loss of one man killed; a midshipman and three wounded.

An expedition to the Baltic, having been determined this year, on the 12th of March, a squadron sailed from Yarmouth Roads under the command of Admiral Sir Hyde Parker; it consisted of seventeen sail of the line, several frigates, gun-brigs, and other small armed vessels. On the 30th the fleet weighed and passed into the Sound; the forts on the Danish shore keeping up an incessant fire on them without effect. So soon as the whole line had passed the enemy's batteries, it anchored within five or six miles of the island of Huin. Sir Hyde Parker, with Lord Nelson and Rear-admiral Graves embarked on board a lugger to reconnoitre the

enemy's formidable line of defence. The next day their position was again more minutely examined, when it was resolved to make the attack from the southward. This desperate service was volunteered by Vice admiral Lord Nelson, who had, for that purpose, shifted his flag into the Elephant.

At a little before ten o'clock in the morning of April 28, the vice-admiral made the signal to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six 24-pounders, to eighteen 18-pounders, and one bomb-ship, and schooner gun-vessels. These were supported by the Crown Islands, mounting 88 cannon, and four sail of the line moored in the harbour's mouth, and batteries on the island of Amak. The fleet was led into action in a most gallant manner, by Captain George Murray, in the Edgar; whose example was nobly followed by the other ships of the squadron; unfortunately, the Bellona and Russel, from the intricate navigation, took the ground; but although not in the station assigned them, were so placed as to be of great service. The Agamemnon could not weather the shoal of the Middle, and was obliged to anchor. These unlucky accidents prevented the extension of the British line, and exposed the Monarch, Defiance, and the small squadron of frigates under Captain Riou, to a heavy cannonade from the enemy, which proved fatal to him and Captain Mosse, both of whom, with many other gallant officers and brave men were killed. The engagement commenced at five minutes after ten, and continued without intermission for four hours, when the whole of the enemy's line and batteries were silenced, seventeen sail were sunk, burnt,

or taken; the bomb ship and schooner gun-vessels made their escape.

The loss sustained was very great. The Danes by their own account lost between 1600 and 1800 men.

The Danes having agreed to a cessation of arms, on the 9th an armistice was concluded and signed by the respective officers empowered to treat.

Sir Hyde Parker having left those ships which were the most disabled off Copenhagen, under Lord Nelson; proceeded with the rest of his fleet up the Baltic, to chastise the Russians and Swedes, who mutually agreed to a cessation of hostilities, and the embargo on the trade and navigation to England was taken off by Russia and Sweden, May 19.

We shall now notice the chief transactions of this year in the Mediterranean—

On the 19th of February, Captain Robert Barlow in the Phœbe, about four o'clock in the afternoon, being about two leagues to the eastward of Gibraltar, discovered an enemy's ship under Ceuta, steering with a crowd of sail to the eastward. At half past seven on the same evening, Captain Barlow had the good fortune to bring her to close action, which continued within pistol shot with unremitting fury about two hours; when she struck, and proved to be L'Africane, French frigate of 44 guns; she had on board, at the commencement of the action, 715 men, 200 of whom were slain and 143 wounded. The Phœbe had only one killed, and twelve wounded.

On the 5th of May, the Speedy brig, of 14 guns, and 54 men, commanded by Captain Lord Cochrane, being

off Barcelona, fell in with, and after a mutual chace, engaged a Spanish xebeck frigate, of 32 guns and 319 men; the great disparity in force made Lord Cochrane resolve to decide the contest by boarding; which, in a most intrepid and resolute manner he performed himself, at the head of his whole crew. Such was the impetuosity of the attack, that the Spaniards flew from their quarters, and struck their colours. The Gamo had 15 killed, and 41 wounded. The Speedy only three killed and eight wounded.

On the 9th of June, Captain Pulling, in the Kangaroo sloop of war, in conjunction with the Speedy, gallantly attacked a Spanish convoy of twelve vessels, which had anchored under the protection of a strong battery, in the bay of Oropeso, mounted with twelve guns, a xebec of 20 guns, and three gun boats. Both the brigs anchored within half gun-shot of the enemy, and commenced a spirited fire, which was returned with great briskness until two o'clock in the afternoon, when it considerably decreased but again re-commenced, encouraged by a felucca of 12 guns, and two gun-boats, that came to their assistance; by half past three the xebeck and one of the gun-boats sunk, and shortly after another gun-boat shared the same fate. The battery, with the remaining gun-boats, assisted by three in the offing, continued to annoy the brigs on both sides, till about half past six, when the fire of the whole slackened. The Kangaroo instantly cut her cables, and ran nearer to the tower, upon which the gun-boats in the offing fled, and by seven the battery was silenced. A heavy fire of musquetry continued to annoy them in different directions till midnight, during which time the boats of the brigs were employed in cutting out such vessels as were

afloat, these were only three brigs laden with wine, rice, and bread, which were brought off, the remainder were either sunk or driven on shore. The Kangaroo had only one killed and 10 wounded. The Speedy had not a man hurt.

Sir James Saumarez having received intelligence, July 5, that three French line of battle ships and a frigate had been seen from Gibraltar, and had anchored off Algeziras, instantly made sail with his squadron, and steered for the Straits.

On the morning of the 6th the squadron opened Cabareta Point, and discovered the enemy's ships, which appeared to be warping close under the batteries. At half past eight, the French ships opened their fire on the Venerable, which was led in a most gallant manner by Captain Hood; but the wind failing obliged him to anchor. The Pompee soon after brought up in her allotted station, and commenced a most tremendous fire on the French Admiral, in which she was soon supported by the Cæsar and Audacious. The action now became general, and a most furious cannonade was kept up both from the ships and the batteries. The Spencer and Hannibal unfortunately being becalmed, anchored on the outside of the ships engaged; but a breeze springing up, the Hannibal got under sail, and Captain Ferris had formed the resolution of passing between the enemy's ship's and the batteries; but unfortunately before he could succeed in this bold design, the ship took the ground close under one of the batteries; every possible effort was made to cover and get the Hannibal off; but she struck with such force that it was found impracticable. Captain Ferris made a most gallant and brave resistance against the incessant fire of not only the enemy's

batteries, but ships and gun boats: at length finding it impossible to save the king's ship, and for the preservation of the lives of the remainder of his brave crew, he was reduced to the necessity of ordering the colours to be struck. After a most severe conflict of five hours Sir J. Saumarez was compelled to draw his ships off and proceeded into Gibraltar Bay. The loss sustained on both sides was extremely heavy.

The greatest exertions were made to get the squadron in readiness for sea; the Cæsar not being in a state to haul out of the Mole, Sir James Saumarez shifted his flag to the Audacious. Understanding that it was the enemy's intention to put to sea on the 12th, not a moment was now lost in getting the Cæsar out of the Mole, and the rest of the ships ready for a pursuit. It was late in the evening before the enemy's ships could clear Cabaretta Point. At eight the rear admiral bore up and stood after them, directing Captain Keats, who, in the Superb, was stationed a-head of the Cæsar, to make sail and attack the sternmost ships in the enemy's rear, using his endeavours to keep between them and the shore. At eleven o'clock Captain Keats got within three cables length a-breast of a Spanish three-decker, and opened a tremendous fire upon her, which had so good an effect, that the shot passing over her, and striking two others which were in a line a-breast with her; they commenced firing on each other; in a quarter of an hour Captain Keats perceived the ship he was engaging to be on fire, upon which he quitted her, and proceeded on to the next a-head. The Cæsar at this time coming up, and preparing to engage, observed one of the enemy's ships to be in flames; and shortly after she ran on board of another ship to leeward, to which the fire communicated, and

they were both soon in a blaze, exhibiting a most awful spectacle. In about half an hour after the Cæsar passed them; these two ships, of 112 guns each, blew up, by which 2500 souls were launched into eternity.

The Superb had brought to action another of the enemy's ships, which, after a short but smart contest, on the Cæsar's coming up, struck, and proved to be the St. Antoine, of 74 guns, and 730 men.

The admiral continued the pursuit all night: at daylight the Venerable was observed at no great distance from the French Formidable, which ship was standing towards the shoals of Comil. Captain Hood immediately gave chace, and soon brought her to action, which was maintained with great spirit and bravery; he had nearly silenced the enemy, when the Venerable's mainmast was shot away, and soon after she struck upon one of the shoals, and was obliged to cut away the remaining masts to save the ship. During the action, the Cæsar, Spencer, and Thames, were becalmed; the Frenchman fortunately got a light breeze, and effected his escape into Cadiz. The loss sustained amounted on board the Venerable to 18 killed; and 87 wounded. On board the Superb, 1 killed and 14 wounded.

On the 21st of July, the Pasley armed brig, commanded by Lieutenant W. Wooldridge, on his return from Minorca, fell in with a Spanish man of war xebeck, of 22 guns, which, after an action within pistol shot for an hour and a quarter, was perfectly silenced; but the enemy taking advantage of its being nearly calm, got out her sweeps and rowed off, in spite of every exertion of Lieutenant Wooldridge to pursue her. In this contest, one man was killed, and two wounded.

On the 3d of August, the squadron of frigates cruiz-

ing under the orders of Captain Halsted, off the Isle of Elba, fell in with a large French frigate, escorting some small vessels laden with ammunition and stores for their army on that island. After a smart action of ten minutes, the frigate, La Carrere of 40 guns, manned with 356 men, struck to the Pomone. The loss sustained by this action was three killed and three wounded.

On the 2d of September, at six o'clock in the morning, the same squadron had the good fortune to discover two French frigates steering towards Leghorn, to which Captain Halsted gave chace. On the approach of the squadron one of them was observed to have run a-shore off Vada, and struck her colours without resistance; she was taken possession of by the Pomone, and found to be his Majesty's late ship Success, which was got off without receiving any material damage.

Captain Cockburne, in the Minerve, went on in pursuit of the other, which was endeavouring to get into Leghorn Road, but the wind fortunately shifting, enabled the Minerve to get well up with the enemy before he could accomplish his views; and after missing stays and attempting to wear, got on shore under the Santegnano battery, to the southward of Leghorn, where her masts soon went by the board, and the ship was totally lost, having struck her colours without making any resistance. She proved to be La Bravoure, of 46 guns, and 283 men, commanded by M. Dordelin, who with several of his officers, were made prisoners by the Minerve's boats.

On the 15th of September, Lord William Stuart, in the Champion, in a most gallant manner, cut out from under the batteries of Gallipoli, his Majesty's late sloop Bull Dog, in the face of an incessant fire from the ship and fort. The Champion had one man killed.

On the 28th of October, Lieutenant Wooldridge of the Pasley, armed brig, fell in with, off Cape de Gatt, and after a spirited action, carried, by boarding, the Spanish privateer, Polacre El Virgine del Rosario, pierced for 20 guns, but only ten mounted, with 94 men; of whom were killed, the first and second captains, one lieutenant, and 18 men; and 13 wounded. The Pasley had three killed, and seven wounded; among the latter was Lieutenant Wooldridge.

We shall now take a brief review of the operations on the coast of Egypt.—

On the 22d of February, the armament destined for this expedition, sailed from the harbour of Marmorice, and anchored in the bay of Aboukir on the 2d of March, excepting the Turkish gun-boats and kaicks, all of which bore up for Macri, Cyprus, and other ports, during the prevalence of strong westerly winds which the fleet encountered on its passage. An unfortunate succession of strong gales, attended by a heavy swell, rendered it impossible to disembark before the 8th. At two o'clock in the morning the boats began to receive the first division of troops. At three the signal was made for their proceeding to rendezvous near the Mondovi, anchored about a gun-shot from the shore, where it had been determined that they were to be assembled and properly arranged; but such was the extent of the anchorage occupied by so large a fleet, and so great the distance of many of them from any one given point, that it was not till nine the signal could be made for the boats to advance towards the shore. The whole line began to move with great celerity towards the beach, between the castle of Aboukir, and the entrance of the Sed, under the direction of the honourable Captain Cochrane

of the Ajax, assisted by Captains Stevenson, Scott, Larmour, Apthorpe, and Morrison, of the navy, and the respective agents of transports, the right flank being protected by the Creulle cutter, and the Dangereuse and Janissary gun-vessels; the left, by the Entreprenante cutter, Malta schooner, and Negress gun-vessel, with two armed launches of the fleet on each. A detachment of seamen was appointed to co-operate with the army under the command of Captain Sir Sidney Smith, with the Captains Riboleau, Guion, Saville, Burn, and Hillyer, of the navy, who had the charge of the launches with the field artillery accompanying the troops. The Tartarus and Fury were placed in proper situations for throwing shot and shells with advantage; and the Peterell, Cameleon and Minorca, were moored as near as possible with their broadsides to the shore.

The fire of the enemy was successively opened from their mortars and field-pieces, as the boats got within their reach; and as they approached to the shore, the excessive discharge of grape-shot and musquetry from behind the sand hills, seemed to threaten them with destruction; while the castle of Aboukir on the right flank, maintained a constant and harassing discharge of large shot and shells: but the ardour of the officers and men was not to be damped; without a moment's hesitation, they rowed in for the beach, and obtained a footing; when the troops advanced, the 23d regiment, and part of the 40th, under the command of Colonel Spencer, ascended the hill which commanded the whole, and seemed almost inaccessible, with an intrepidity and coolness scarcely to be paralleled, and forced the enemy to retire, leaving behind seven pieces of artillery, and several horses. The troops were all landed on the fol-

lowing day, with such articles of stores and provisions as required the most immediate attention. The loss sustained by the navy in disembarking amounted to twenty killed; seven officers, 63 seamen wounded; and three seamen missing.

On the 12th, the whole army moved forward, and came within sight of the enemy, who was formed on an advantageous ridge, with his right to the canal of Alexandria, and his left towards the sea. General Sir Ralph Abercrombie determined to attack them on the morning of the 13th; and in consequence the army marched in two lines by the left, with the intention to turn their right flank. After a most vigorous opposition the castle of Aboukir surrendered by capitulation, March 18: the garrison consisted of two chiefs of battalion, eight inferior officers, and 140 non-commissioned officers and men.

On the 21st, the enemy attacked the army, with nearly the whole of their collected force, amounting to between eleven or twelve thousand men. The contest was unusually obstinate; the enemy were twice repulsed, and their cavalry was repeatedly mixed with British infantry. They at length were obliged to retire, leaving a prodigious number of dead and wounded in the field. The slaughter in this action was prodigious on both sides, General Sir Ralph Abercrombie, the commander in chief, was mortally wounded, and died on board the Foudroyant on the 28th. The enemy were supposed to have 3000 killed, wounded, and taken prisoners.

The French army which had surrendered at Cairo, was embarked on board a division of ships, armed en flute, and transports, to be conveyed to France. On

the 10th of August this service being completed, they sailed from Aboukir Bay; the number embarked amounted to between 13,000 to 14,000 individuals of all descriptions.

The grand object now became the reduction of Alexandria, which had been closely blockaded by Rear-admiral Sir Richard Bickerton; whilst the army under General Hutchinson, cut off all communications on the land side.

The position of the enemy's flotilla on the side of the Lake Mareotis, being examined by Lord Keith, who was of opinion that it could easily be subdued, and that a debarkation could be effected without much difficulty, General Hutchinson determined to carry the measure into immediate effect: to secure the landing from interruption, Captain Stevenson of the Europa, who commanded the flotilla, was directed to take a station in front of the enemy's gun-boats and armed boats, which were drawn up in a line under the protection of the batteries thrown up for their defence, and to keep them in check until they could be seized or destroyed.

On the night of the 16th of August, a strong body of troops, under the command of Major-general Coote, was embarked, and landed the next morning without opposition, under the superintendance of Captain Elphinstone. Whilst the landing was effecting, Sir William Sydney Smith was directed to make a demonstration of attack upon the town of Alexandria, with some sloops of war and armed boats. The enemy seeing no prospect left of saving their flotilla, set fire to them, and blew them all up excepting two or three which were taken. In the mean time two most spirited attacks were made with success on the east side of the

own, by detachments from the army under the Major-generals Craddock and Moore, in which the 30th regiment, consisting of not more than 200 men, under the command of Colonel Spencer, particularly distinguished themselves, repulsing a body of 600 French troops, who was ordered to charge them with fixed bayonets; many of whom were killed, wounded, and taken prisoners.

On the evening of the 21st, the small fortified town of Marabout, that protected the harbour of Alexandria on the western side, distant from the town about seven or eight miles, surrendered to Major-general Coote, who was supported in this service by the armed launches from the blockading squadron under Sir Richard Bickerton.

On the same afternoon the rear-admiral ordered four sloops of war, with three Turkish corvettes, to proceed into the harbour, under the direction of the honourable Captain Cochrane, of the Ajax; (a channel having been previously surveyed with great industry and precision, by Lieutenant Withers, of the Kent) and on the morning of the 22d, Major-general Coote's detachment moved forward four or five miles on the narrow isthmus leading to the town, formed by the Mareotis, or inundation on the south side, and the harbour on the north; Captain Stevenson, with the gun-vessels, on the lake, covering the right flank: and Captain Cochrane, with the sloops of war and armed boats to the left. The enemy on the approach of the British ships, sunk several vessels between them and their own ships, to obstruct their further progress to the eastward and moved their frigates and corvettes close up to the town. Major-general Coote, with his detachment, marched on with the greatest success, carrying all the enemy's strong posts, who retreated in the greatest confusion,

leaving behind them their cannon and wounded. By the 26th, the blockade of the town was completed. On the morning of this day four batteries were opened on each side of the town against the enemy's entrenched camp, which soon silenced their fire, and induced them to withdraw their guns.

On the morning of the 27th, General Menou sent an aid-de-camp to General Hutchinson, to request an armistice for three days, in order to give time to prepare a capitulation; which being granted, it was signed on the 2d of September.

A great number of merchant vessels and transports were found and taken in the harbour; the Venetian and French ships of war were divided by agreement between Lord Keith and the Captain Pacha.

The following were the chief occurrences at the Leeward Islands—

On the 8th of January, Captain Thomas Manby, in the Bourdelois, being on a cruize for the protection of the expected West India convoy, re-captured two of them which had been taken by La Mouche, French privateer. On the 29th, being to windward of Barbadoes on the same service, Captain Manby discovered two large brigs and a schooner to windward bearing down upon him. At six o'clock in the evening, he brought the largest brig (Le Curieuse, national corvette, pierced for 20 guns, but had only eighteen long nine-pounders mounted, and 468 men) to close action, the other two keeping at long shot distance. After a smart engagement of thirty minutes, his opponent was completely silenced and struck her colours: upon which the other brig and schooner made

sail and got off, but not without being considerably damaged.

The Bourdelois had one man killed and seven wounded. The Le Curieuse lost about 50. Captain Manby had not been in possession of his prize more than an hour, when it was found she was rapidly sinking, from the innumerable shot holes she had received; finding after every exertion, that it was impossible to save her, he ordered every body to quit her; but British humanity, whilst striving to extricate the wounded Frenchmen from destruction, weighed so forcibly with Mr. Archibald Montgomery and twenty brave followers, that they persevered in this meritorious service until the vessel sunk under them, and Mr. Frederic Spence, and Mr. Auckland, midshipmen, with five of these gallant fellows unfortunately perished.

On the 18th the boats of the Daphne and Cyane, commanded by Lieutenants M'Kenzies and Peachy, boarded and in a most gallant manner, although moored to the shore, cut out from under a very strong battery at Trois Rivieres, which kept up an incessant fire upon the boats, L'Eclair French armed schooner of four guns and 56 men. In this contest only two men were killed, and three wounded. The enemy three killed: the captain, two lieutenants, and six wounded.

On the 16th of March, Rear-admiral Duckworth sailed for Martinico, with a squadron of ships of war and transports, having on board a body of 1500 troops under the command of Lieutenant-general Trigge, for the purpose of attacking and taking possession of the neutral islands. Variable winds and calms prevented the fleet getting off St. Bartholomew till the 20th, on which morning they reached Grand Saline Bay: imme-

diately every arrangement was made for disembarking the troops, and proceeding to the attack; previous to which the general and admiral to prevent delay, deemed it expedient to send Brigadier-general Fuller and Captain King of the Leviathan, with a summons to the governor. After some little hesitation, the summons was accepted by the governor, and the island capitulated.

On the 23d and 24th, of the rear-admiral was joined by the Proselyte and Coromandel, with a reinforcement of troops, when it was determined by the general and admiral to proceed to the reduction of St. Martin's. At day-light on the 24th, they arrived off this island, and sent a similar summons to the governor to that of St. Bartholomew, to which a refusal being returned, a landing was instantly effected by a body of 3500 troops, under the command of Brigadier-generals Maitland and Fuller, assisted by a detachment of 200 seamen, commanded by Captain Ekins, of the Amphitrite, covered by the Proselyte and Drake brig. The heights in the approach to the town of Philipsbourg were carried after a smart skirmish, in which the enemy lost two field-pieces, and 50 or 60 killed and wounded. The enemy, convinced that all opposition would be vain, and must lead to destruction, accepted a verbal summons sent in by Brigadier-general Maitland. The terms of capitulation were accordingly signed and exchanged by midnight.

On the 28th the island of St. Thomas, St. John's, and their dependencies, submitted to the British arms; and on the 31st, the island of Santa Cruz followed their example. On the 16th of April the French garrison evacuated St. Eustatia, which with the island of Saba, were taken possession of by Captain Perkins, of the Arab,

and Mr. Thompson, president of the island of St. Christopher's.

On the 22d of June, the Intrepid letter of marque, belonging to Liverpool, commanded by Mr. John Pettigrew, in company with two others, on their passage to the West Indies, fell in with, and after a running fight of two hours, captured a Spanish frigate-built ship, El Galga, mounting 24 six-pounders, and 78 men, from Rio de la Plata, bound to Cadiz, with a valuable cargo. The Intrepid had only one man killed.

On the 16th of August, Captain S. Butcher, in the Guachapin brig of 16 guns, fell in with, between St. Lucia and Martinico, and after a brisk action captured El Teresa Spanish letter of marque, mounting 18 brass guns, and 32 twelve-pounders, with 120 men. The Guachapin had three men killed and three wounded.

Nothing of any importance occurred at Jamaica, except on the 13th of September, when the Lark sloop of war, commanded by Lieutenant J. Johnstone, being on a cruize off the island of Cuba, gave chace to an armed schooner, which at dark took shelter within the Portillo reefs. The yawl and cutter of the Lark were instantly dispatched with sixteen men in each, commanded by Lieutenant Pasley, to bring her out, which service they performed in a most intrepid and gallant manner, although the privateer was prepared for their reception, and discharged a most furious volley of grape and small shot on the approach of the boats. She proved to be the Esperance, mounting one nine-pounder and two four-pounders, with 45 men, 21 of whom were killed, amongst whom were the captain and all the officers; and six wounded. In the Lark's boats, one man killed, and 13 wounded.

We shall now turn to the coast of Africa. On the 3d of January, Sir Charles Hamilton, of the Melpomene, being off the bar of the Senegal river, observed a brig corvette and armed schooner at anchor within it: conceiving it possible to carry these vessels by surprise, and by these means possess himself of the battery at its entrance, at nine P. M. detached Lieutenant Dick, with 96 officers and men, from the Melpomene and African corps, in five boats, to make the attempt. They were fortunate enough to pass the heavy surf on the bar with the flood tide, without accident, and unobserved by the battery; on approaching within hail of the brig, the alarm was given, and she discharged her two bow guns with such effect, that Lieutenant Palmer, with seven seamen, were killed, and two of the boats sunk. Notwithstanding this unfortunate disaster, they gallantly boarded and carried the brig, after an obstinate defence of twenty minutes; the schooner cut her cable and run under the batteries, which kept up an incessant fire on the boats. Lieutenant Dick having lost two of his best boats, and many of his most able men killed and wounded, judged any further attempts fruitless; he therefore endeavoured to bring off his prize, but the ebb tide having made, and being totally unacquainted with the navigation, she took the ground. Finding it impossible to get her off, he took to the boats, and with much risk crossed the bar through a tremendous surf, and amidst a shower of grape shot and musketry from the batteries. The loss sustained on this service was considerable: the brig, which was the Senegal, belonging to the Republic, mounting 18 guns and 60 men was totally destroyed.

Colonel Fraser, who commanded the forces on the coast of Africa, having received information that it was

the intention of the French to equip a large Spanish ship which they were delivering of her cargo at Senegal, for the purpose of attacking the British settlements on the coast and at Sierra Leona; to counteract this project of the enemy, he ordered Captain Lloyd with a detachment of forty men, a few seamen from the merchant vessels lying at Gorée, and some blacks, to proceed in the government schooner, and endeavour either to take by surprize or destroy the enemy's force at Senegal. On the 12th of June the schooner arrived off the bar, and discovered a large ship about two miles from it, whose crew, on the schooner's approach, took to their boats and rowed a-shore. Upon boarding her, she was found to be a new Spanish ship, pierced for 30 guns; but being unloaded, stripped of her sails, rigging, &c. it was found impracticable to bring her off; she was therefore set on fire and consumed.

The chief exploits at the Cape of Good Hope were performed by the Chance private ship of war, fitted out at the Cape, and commanded by Mr. William White. Having seen on the 19th of August, a large ship bearing down towards her, she brought her to close action, and engaged her within half pistol shot for an hour and a half; finding her metal heavy, and full of men, Captain White lashing the Chance's bowsprit to her mizen-mast, and, after a desperate resistance of three quarters of an hour, beat them off the upper deck, but they still defended from the cabin and lower deck with long pikes, in a most gallant manner, till they had twenty-five men killed, and twenty-eight wounded, of whom the captain was one; getting final possession, she was so close to the island, that with much difficulty they got her off shore, all her braces and rigging being cut to pieces by

grape shot. She proved to be the new Spanish ship Amiable Maria, of about 600 tons, mounting 14 guns, 18 twelve and nine pounders, brass, and carrying 120 men, from Conception, bound to Lima, laden with corn, wine, bale goods, &c. Mr. Bennett, a very valuable and brave officer, was so dangerously wounded, that he died three days after the action; the second and fourth mates, marine officer, and two seamen badly wounded by pikes, but since recovered. On the 20th, both ships being much disabled, and having more prisoners than crew, Captain White stood close in and sent 86 on shore in the large ship's launch to Lima: they afterwards learned that 17 of the wounded had died.

On the 24th of September, the Chance also fell in with a large Spanish brig with a broad pendant at her main-topmast head: at five she commenced her fire, but being at a distance to windward, and desirous to bring her to close action, the Chance received three broadsides before a shot was returned. At half past five, being yard-arm and yard-arm, Captain White commenced fire with great effect; and after a very severe action of two hours and three quarters, during the latter part she made every effort to get away, he had the honour to see the Spanish flag struck to the Chance. She proved to be the Spanish man of war brig Limano, mounting 18 long six-pound guns, commanded by Commodore Don Philip de Martinez. She had fourteen men, killed and seven wounded; the captain mortally wounded, who died two days after the action. The Chance had two men killed, and one wounded, and had only fifty men at the commencement of the action, mounting 16 guns, twelve and six pounders.

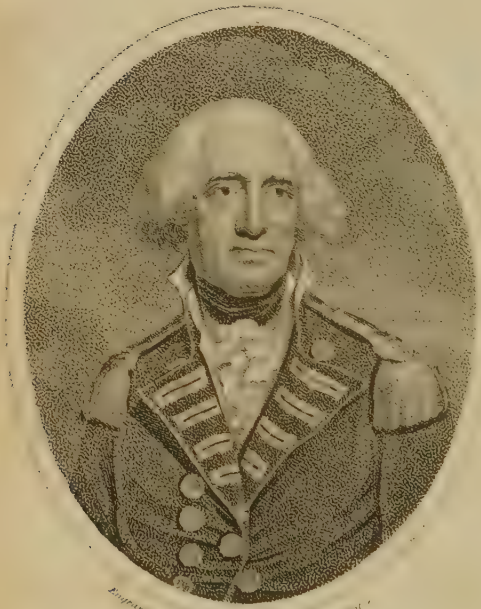
The only occurrence of importance at the East In-

dies, happened about half past eight on the morning of the 19th of August, when the Sybille frigate, Captain Charles Adams, being off the Seychelles, observed signals flying on one of the islands; upon which he hoisted French colours, and stood round the island, when he discovered a large French frigate at anchor in the roads, the passage to which was extremely intricate, formed by many dangerous shoals. Captain Adams, at all hazards, was resolved to stand in and attack her; for this purpose he made every necessary preparation, and steered in by the pilotage of a man placed at the mast-head to look out for shoal water. At ten the enemy fired a shot and hoisted her colours; in a quarter of an hour after Captain Adams having passed the most dangerous shoals, and got within a cable's length of his opponent, which was as close as the depth of water would admit, came to anchor with a spring on her cable, hoisted English colours, and at twenty-five minutes past ten commenced a smart fire which was instantly returned by the frigate, and from a raking battery on the shore, constructed by the frigate's people, and mounted with four eight pounders, from whence red hot shot was frequently fired. After a severe contest of about twenty minutes the enemy struck his colours. She proved to be La Chifforne, mounting 28 twelve-pounders on the main deck, six eight-pounders, and four 36-pound carronades on the quarter-deck, and 4 eight-pounders on the forecastle, commanded by M. Guieysset, with a complement of 250 men, 23 of whom were killed, 30 wounded, and several escaped on shore. The Sybille had only two killed, and a midshipman wounded.

La Chifforne being quite a new frigate, and com-

pletely equipped, Admiral Rainier purchased her into the service.

On the 1st of October preliminary articles of peace were signed between his Britannic Majesty and the French Republic; and on the 27th of March, 1802, the definitive treaty was signed at Amiens. Thus terminated (or rather *ceased for a while)* a war of nine years, in which Great Britain proved, in many instances, her superiority at sea, though, such being the fate of war, she had to lament the fall of some of her illustrious supporters. Her victories, however, were brilliant, and her losses trifling, when compared to those of her opponents.



Engraved by J. Chapman from an Original Picture

EARL HOWE.

We shall now devote a few Pages to the Biography of those Characters who have been chief Actors in our naval History of these last twenty Years; and by whose brilliant Services the British Flag still bids Defiance to every hostile Nation.

LORD HOWE

WAS the second son of Sir Emanuel Scrope, the second lord viscount Howe. At the age of fourteen his lordship left Eton school, to share whatever peril the squadron destined for the South Seas, under Commodore Anson, might experience. Even at this age there was a hardihood and intrepidity about the noble youth that promised much; and this probably induced his parents to dedicate him to the naval profession. After passing through the different subordinate stations, he was appointed captain of the Baltimore sloop of war at the age of twenty; when, in an action with two French frigates, of thirty guns each, he received a severe wound in the head, which had nearly proved fatal; for this he was made a post-captain, and appointed to the Triton frigate. But no farther particular mention is made of him during the continuance of the war, except that he commanded the Ripon of sixty guns, on the coast of Guinea, and the Cornwall, of eighty guns, under Admiral Knowles. After a variety of active services, he obtained the command of the Dunkirk, of sixty guns, with which he captured a French ship of sixty-four guns, off the coast of Newfoundland. He was afterwards promoted to the Magnanime, of se-

venty-four guns, in which ship he served under Admiral Hawke, on the honourable though unsuccessful expedition against Rochfort. In the following year he was appointed commodore of a small squadron, with which he destroyed a great number of ships and magazines in St. Malo. His lordship, who had a short time before succeeded to the title by the death of his brother, who was unfortunately killed before Ticonderago, sailed from St. Helen's on the 1st of August, and came to an anchor in the bay of Cherberg, on the 6th of the same month, and shortly afterwards took the town, and destroyed the bason. This was followed by the unfortunate affair of St. Cas, where he displayed his courage and humanity in saving the retreating soldiers at the imminent hazard of his own life. At the memorable defeat of the marquis de Conflans, he engaged and captured the Hero, of seventy-four guns; but being prevented by the inclemency of the weather from taking possession of the prize, it unfortunately ran on shore, and was irrecoverably lost. When Admiral Hawke presented him, on this occasion, to the king, his majesty said, "Your life, my lord, has been one continued series of services to your country." In March, 1760, he was appointed colonel of the Chatham division of the marines. In 1763 he was raised to the admiralty board, where he remained till 1765, when he was made treasurer of the navy. In 1770 he was promoted to be rear-admiral of the blue, and commander in chief in the Mediterranean. In the American war he commanded the fleet on that coast, but little was performed in that quarter, because no opportunity presented itself of doing much. In 1782 he was sent to the relief of Gibraltar, a service which he performed in the most admirable man-

ner, as the reader will find in our account of that period, Vol. III. p. 77—81.

Peace being concluded soon afterwards, he quitted his command; but on th e28th of January, 1783, he was made first lord of the admiralty; which office he soon afterwards resigned to lord Keppel; at the end of the year he was re-appointed, and continued in that station till 1788, in which year he was created an earl of Great-Britain. In 1793 his lordship accepted the command of the channel fleet. During the first year in which he filled this high station, no very remarkable occurrence took place; but on the 1st of June 1795, he obtained a decisive victory over the most powerful fleet France ever equipped for sea. See Vol. III. p. 267—8.

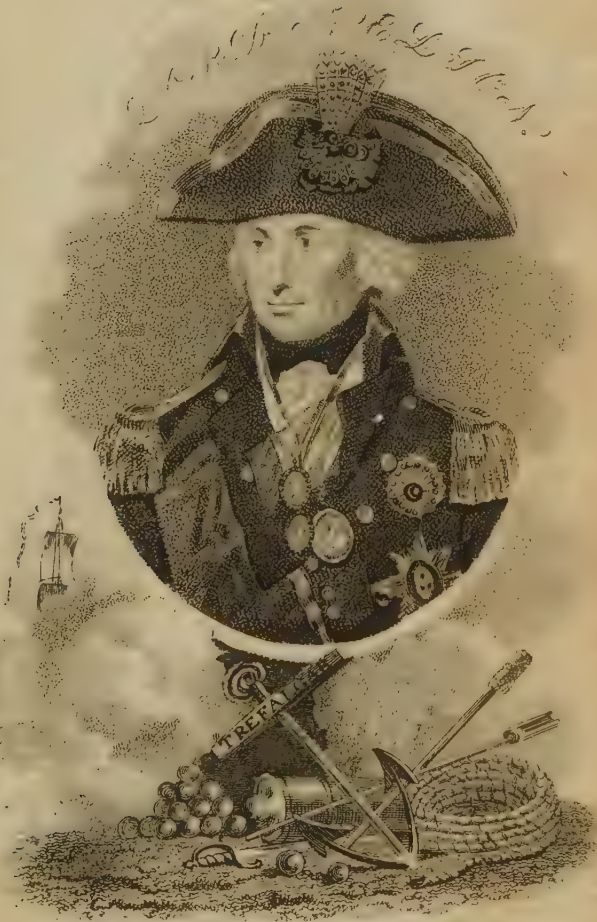
On his lordship's return with his prizes, their majesties visited Portsmouth, and went on board the Queen Charlotte, at Spithead. His majesty held a levee, and presented Earl Howe with a diamond hilt sword, valued at three thousand guineas; also a gold chain, to which the medal given on the occasion is suspended, to be worn round the neck. The royal party dined with Lord Howe, and in the evening returned on shore. The next morning their majesties and the princesses embarked on board the Aquilon frigate, and in the afternoon landed at Southampton, from whence they set off for Windsor.

His lordship received the thanks of both houses of Parliament, the freedom of the city of London, and the universal plaudits of the nation. At the death of Admiral Forbes, which happened on the 10th of March, 1796, he succeeded to the high station of admiral of the fleet, as being the senior naval officer in the list of admirals.

In 1797 he was honoured with the order of the garter, and in the same year resigned the command of the western squadron. His lordship died in August, 1799.

LORD NELSON

IS the fourth son of Edward Nelson, rector of Burnham Thorpe in the county of Norfolk, born the 29th of September, 1758. The high school at Norwich having instilled first principles of learning into his aspiring mind, he was removed to North Walsham. On the appearance of hostilities with Spain, relative to the Falkland islands, in 1770, he left the school at North Walsham, at the age of twelve years, to go on board the Raisonable, of 64 guns, commanded by his maternal uncle, Captain Suckling. The dispute between the court of London and Madrid being adjusted, our young mariner was sent on board a West India ship. Returning after a voyage in 1772, his uncle received him on board the Triumph. He had acquired, in the merchant service, a practical knowledge of seamanship; but had conceived an unaccountable prejudice against the naval service. That seemingly rooted aversion to the navy, was, however, so successfully combated by Captain Suckling, that he at length became reconciled to the idea of service on board a king's ship. In April, 1773, a voyage of discovery was undertaken by Captain Phipps, afterwards Lord Mulgrave, towards the North Pole. On this occasion instructions were issued that no



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boys should be received on board; but the enterprising Horatio was so anxious to be of the party, that he solicited to be appointed cockswain to Captain Lutwidge; and his request was readily granted. The following anecdote may serve as a proof of the cool intrepidity which our young mariner possessed. In those high northern latitudes the nights are generally clear: during one of them, notwithstanding the extreme bitterness of the cold, young Nelson was missing, and every search was instantly made in quest of him, and it was imagined he was lost; when, lo! as the rays of the rising sun opened the distant horizon, to the astonishment of his messmates, he was discerned at a considerable distance on the ice, armed with a single musket, in anxious pursuit of an immense bear. The lock of the piece having been injured, it would not go off; he had therefore pursued the animal in hopes of tiring him, and at length was able to effect his purpose with the butt end. Being reprimanded for leaving the ship without leave, the young hero replied, "I wished sir, to get the skin for my father." Returning to England, he obtained a birth in the Sea Horse, of twenty guns, and sailed in it with a squadron to the East Indies. In this ship Mr. Nelson was stationed to watch in the foretop, and afterwards he was placed on the quarter-deck. In this vessel he visited almost every part of the East Indies, from Bengal to Bussora. A series of ill health, however, rendered it expedient for him to return to England; in consequence of which the captain caused him to be conveyed hither. On the 8th of April, 1777, Mr. Nelson passed his examination for the rank of lieutenant, and the next day received his commission as second of the Lowestoffe, of thirty-two guns. In 1778 he was ap-

pointed third lieutenant of the Bristol; from which, by rotation, he became the first. He obtained his post rank on the 11th of June 1779, and was appointed to command the Hichinbroke. In July, 1780, an expedition was resolved on for the destruction of the fort Juan, in the gulph of Mexico, when Captain Nelson was appointed to command the naval department, and Major Polson the military: in effecting this arduous service, Captain Nelson displayed his usual intrepidity: which, according to the Major's declaration, was the principal cause of our success in reducing fort Juan. After a variety of service, in which nothing very material occurred, the Boreas, which he then commanded, was paid off, and he retired to the parsonage house at Burnham Thorpe. In January, 1793, he was appointed to the Agamemnon, of sixty-four guns, and was soon placed under the orders of Lord Hood, then appointed to command in the Mediterranean. At Toulon and at Bastia Lord Hood bore ample testimony to the skill and exertions of Captain Nelson. At the siege of Calvi, in July and August, 1794, he behaved with great courage: it was here that a shot from the enemy's battery deprived him of the sight of his right eye. In December, 1796, Captain Nelson hoisted his broad flag as commodore, on board La Minerve frigate, and captured La Sabina, of forty guns, and two hundred and eighty men, commanded by Captain Don Jacobo Stuart. La Sabina had one hundred and sixty-four men killed and wounded: the Minerve had seven killed and thirty-four wounded. Commodore Nelson joined the admiral, Sir John Jervis, off Cape St. Vincent, on the 14th of February, just in time to communicate the intelligence relative to the force and state of the Spanish fleet, and to shift his pen-

nant on board the Captain, of seventy-four guns commanded by Captain Miller. Soon after his removal from the Minerve to the Captain the signal was thrown out for the British fleet to prepare for action. For an account of the particular achievements on the above memorable day, we must refer our readers to the beginning of this vol. p. 83, &c. In April, 1797, Sir Horatio Nelson hoisted his flag as rear-admiral of the blue, and was detached to bring down the garrison of Porto Ferrajo. On the 27th of May he shifted his flag to the Theseus, and was appointed to command the inner squadron at the blockade of Cadiz. During this service his personal courage was remarkably conspicuous. In the attack on the Spanish gun-boats, on the 3d of July, 1797, he was boarded in his barge; on board of which was only his usual complement of ten men, and the cockswain, accompanied by Captain Freemantle. Don Miguel Tyrreson, who commanded the Spanish gun-boats, in a barge rowed by twenty-six oars and thirty men, made a most desperate effort to overpower Sir Horatio Nelson and his brave companions. The conflict was long and doubtful, and they fought hand to hand with their swords. Eighteen of the Spaniards being killed, the commandant and all the rest wounded, the rear-admiral, with his gallant crew, succeeded. Sir John Jervis concludes his letter to the admiralty, dated the 5th of July, 1797, containing an account of this achievement, in the following words, "Any praise of mine will fall very short of his (Admiral Nelson's) merit!" The enterprize against Santa Cruz did not succeed, but his majesty's arms acquired great lustre, as greater intrepidity was never shewn by both officers and men. In this attack Sir Horatio Nelson lost his right arm by a

cannon shot; and two hundred and forty-six gallant officers, marines, and seamen, were killed, wounded, and drowned, It was not till the 13th of December, that the surgeons pronounced Admiral Nelson fit for service. On his first appearance at court, his sovereign received him in the most gracious manner, and expressed his regret that his state of health and mutilated person would doubtless deprive the nation of his future services. Sir Horatio replied, with a dignified emphasis, "May it please your Majesty, I can never think that a loss which the performance of my duty has occasioned; and so long as I have a foot to stand on, I will combat for my king and country." Soon after this, our gallant admiral received a pension of one thousand pounds per annum, in consequence, as it was said, of the loss of his arm, but in fact as a small recompence for having spent a considerable part of his life in danger, hardship, enterprise, and service. Previous to the issuing of this grant, a positive custom required, that he should distinctly state his services to his Majesty. The following memorial was delivered upon this occasion: "To the King's Most Excellent Majesty, the memorial of Sir Horatio Nelson, K. B. and a rear-admiral in your Majesty's fleet. That during the present war, your memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th of March, 1795; on the 13th July; and on the 14th of February, 1798; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours; in destroying vessels, and in taking three towns. Your memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of Bastia and Calvi. That during the war he has assis-

ted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken and destroyed near fifty sail of merchant vessels; and your memorialist has actually been engaged against the enemy *one hundred and twenty times*—In which service your memorialist has lost his right eye and arm, and been severely wounded and bruised in his body. All of which services and wounds your memorialist most humbly submits to your Majesty's most gracious consideration.

"*October*, 1797." "HORATIO NELSON.

Great, however, as had previously been the services of this gallant seaman, it was in the year 1798 that a victory of the most important and glorious description entitled him to still more distinguished laurels. The government of France had sent an expedition to Egypt, and it became that of Britain to use every effort to render it successless. For Sir H. Nelson's gallantry on this occasion, we must refer our readers from p. 140 to 160.

As some reward for the valour and discretion displayed by the admiral, his Majesty bestowed upon him the honours of the peerage, by the title of Baron Nelson, of Thorpe, in the county of Norfolk, and of the Nile; and his Sicilian Majesty created him Duke of Bronte, in Naples. The war still continued, and the name and abilities of his lordship, were too eminent to be allowed to rest unemployed for the service of his country. In the expedition placed under the orders of Sir Hyde Parker, and destined to break a league between the northern powers, known by the name of the *Armed Neutrality*, Lord Nelson acted a very conspicuous part. See page 245.

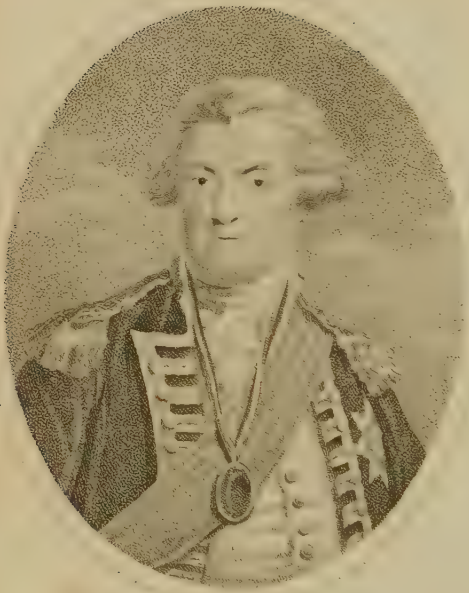
The Gazette of August 4, announced that the king had been pleased to grant the dignity of baron of the United Kingdom of Great Britain and Ireland to the right honourable Horatio Viscount Nelson, knight of the most honourable order of the Bath, and vice-admiral of the blue squadron of his Majesty's fleet (Duke of Bronte in Sicily, knight of the Grand Cross of the order of St. Ferdinand and of Merit, and of the Imperial order of the Crescent) and to the heirs male of his body, lawfully begotten, by the name, style, and title of Baron Nelson of the Nile, and of Hilborough, in the county of Norfolk; with remainders to Edmund Nelson, clerk, rector of Burnham Thorpe, in the said county of Norfolk, father of the said Horatio Viscount Nelson, and the heirs male of his body, lawfully begotten; and to the heirs male lawfully begotten and to be begotten, severally and successively by Susannah the wife of Thomas Bolton, esq. and sister of the said Horatio, Viscount Nelson; and in default of such issue, to the heirs male of Catharine the wife of George Matcham, esq. another sister of the said Horatio Viscount Nelson.

LORD BRIDPORT.

THIS distinguished commander is the younger son of the Rev. Mr. Hood, formerly vicar of Burleigh, in Somersetshire, and afterward of Thorncombe, in Devonshire, is the younger brother of Lord Hood, but senior in point of rank, having entered into the service before him. His lordship entered early into the service, and had little but his own

merit and diligence to trust to, in the future prospects of his life. His subsequent distinction and present eminence, form the highest panegyric on his character. Having entered into the navy at an early age, he obtained the rank of lieutenant on the 28th of December 1746. He was appointed a post captain; and early in the following year, commanded the Antelope, of fifty guns, and nobly distinguished himself in the May following, by driving the Aquilon, a French ship of war, on shore, in the north part of Hieres Bay. In the following year Captain Hood was appointed to the Minerva frigate, of thirty-two guns, in which he served during the greater part of 1759, under Commodore Duff. As a forerunner of his future success, he captured the Escueuil, a Bayonne privateer of 14 guns, and one hundred and twenty-two men, but did not obtain any fresh addition of naval renown till the beginning of 1761. On the 23d of January he had the good fortune to retake the Warwick. His action with that ship, gave that stamp of celebrity to his character which placed his merit as an officer beyond the common level: and he was accordingly considered as one of those to whom his country might look for her future security and renown. Towards the conclusion of 1761, the Africa, a third rate of sixty-four guns, was launched, and the command of her given to Captain Hood. After the definitive treaty of peace was signed at Paris in 1763, and the different squadrons had returned home. Captain Hood obtained a guard ship at Portsmouth, the Thunderer, of seventy-four guns. Soon after the usual period of such a command had elapsed, he succeeded Sir Charles Saunders, in 1766, as treasurer of Greenwich hospital.

In 1778 he was appointed to the Robuste, of seventy four guns, one of the ships ordered to be equipped for channel service. He was present at the encounter with the French fleet off Ushant, on the 27th of July, being stationed in the line as one of the seconds to the vice-admiral Sir Hugh Paliser. On the 26th of April, 1780, he was appointed rear-admiral of the white; and in 1782 obtained the command of the second or larboard division of the centre squadron under Lord Howe to relieve Gibraltar, having hoisted his flag on board the Queen, of ninety guns. Peace taking place immediately on the return of the fleet, no interesting particulars occurred respecting Mr. Hood till the 24th of September, 1787, when he was advanced to the rank of rear-admiral of the white. On the 1st of February 1793, Sir Alexander Hood was advanced to be vice-admiral of the red, and was expected to have gone out in the Royal George, as commander of the squadron destined for the protection of Barbadoes, and the Leeward Islands. During this year his flag continued on board the Royal George, with a command under Earl Howe in the Western squadron. On the 1st of June, 1794, and the preceding days, this gallant ship, was particularly distinguished, as the reader will find in our account of that period. On his return, with the other flag-officers and captains of this renowned fleet, he was presented with a gold chain and medal, and afterwards created an Irish peer, by the title of Baron Bridport, of Cricket St. Thomas; the patent being dated the 12th of August ensuing. On the 15th of March 1796, his lordship was appointed vice-admiral of Great Britain; and on the 31st of May 1796, created a peer of Great Britain.



J. Chapman sculp.

Lord Howe finally resigning the command in the channel, in 1797, he was succeeded by Lord Bridport who held it with great credit to himself, and to his country, for some years.

LORD DUNCAN,

OF Scotch extraction, was, after the usual gradations, appointed a lieutenant in the navy on the 10th of January, 1755; and a commander on the 21st of September, 1759. He is said to have been bred up under the auspices of the late Lord Viscount Keppel, who caused him to be promoted captain of the Valiant, of seventy-four guns. He does not appear to have held any command subsequent to the conclusion of the war, till the close of the year 1778, when he was appointed to the Monarch, of seventy-four guns, one of the ships employed on the home station. Towards the conclusion of December he was ordered, with Sir George Rodney, to Gibraltar, and greatly distinguished himself in the encounter with the Spanish squadron under Don Juan de Langara. Captain Duncan soon after quitted the Monarch, and in 1782 was appointed to the Blenheim, of ninety guns. In this ship he continued during the remainder of the war, being constantly attached to the channel fleet, then commanded by Lord Viscount Howe, and consequently proceeded with his lordship to Gibraltar in September, though in a skirmish which took place with the combined fleets in the month of October, the Blenheim sustained but a very inconsiderable loss.

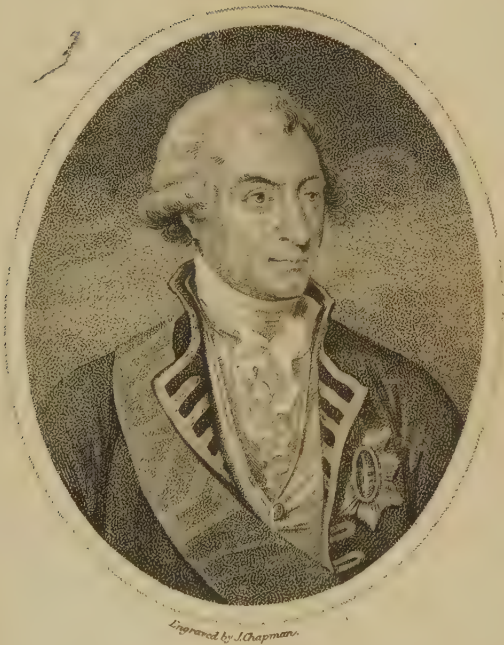
Peace taking place, and the Blenheim put out of commission, Captain Duncan was appointed to the Edgar, of seventy-four guns and continued in that command the three succeeding years. On the 14th of September, 1787, he was made rear-admiral of the blue; and of the white on the 22d of September, 1790. He was advanced progressively till he obtained the rank of admiral of the blue, on the 1st of June, 1795. Immediately after the last mentioned advancement, he hoisted his flag on board the Venerable, of seventy-four guns, and was appointed to the command of the squadron stationed in the North sea, and particularly to act against the Dutch, who had then a considerable naval force lying ready for service in the Texel. Nothing material happened for upwards of two years after he first took upon him this command: the occurrences were principally confined to occasional captures which frequently took place, and almost annihilated the Dutch trade. The fleet belonging to the United Provinces, though consisting of fifteen ships of the line, six frigates and five sloops of war, seldom shewed any indications of a wish to come out of port. In June, 1797, they patiently suffered themselves to be blocked up by Admiral Duncan, though his force was then inferior to theirs. At length, however, Admiral de Winter, the Dutch admiral in chief, thought proper to prepare for sea, and the fleet actually sailed early in the month of October, and gave Admiral Duncan an opportunity of displaying his valour and skill. See p. 72—82.

On the sixth of June, 1777, Lord Duncan was married to Miss Dundas, daughter of Robert Dundas, Esq. lord president of the court of session in Scotland. On the 23d of December, 1787, his eldest son Mr. Henry

Duncan died at Edinburgh.—The honours conferred on the illustrious admiral, after this brilliant victory, were highly gratifying and justly merited. Services such as these demand the warmest applause, and are fully entitled to the most ample reward that it is in the power of a grateful nation to bestow. He was created a peer by the title of Baron Camperdown, taken from a part of the Dutch coast, known by that name, and where the his action was fought.—The attack, on the part of the British admiral, was considered one of the most daring, and the issue of the contest one of the most important, during the late war.—*Arms.* In the centre of his paternal coat (being Gules, two cinque foils in chief, and a bugle horn in base, stringed azure,) pendant by a ribbon Argent and Azure, from a naval crown Or, a gold medal thereon, two figures the emblems of Victory and Britannia; Victory alighting on the prow of an antique vessel, crowning Britannia with a wreath of laurel, and below, the word "Camperdown."—*Crest.* A first rate ship of war with masts broken, rigging tore, and in disorder, floating on the sea, all proper; and over the motto "*Disce pati,*"——*Supporters,* On the dexter side an Angel, mantle purpure, on the head a celestial crown; the right hand supporting an anchor proper; in the left a palm branch or. On the sinister a sailor, habited and armed proper, his left hand supporting a staff thereon hoisted a flag azure: the Dutch colours wreathed about the middle of the staff.——*Motto.* "*Secundis dubusque rectus.*" His lordship died about two years since.

EARL ST. VINCENT

IS the descendant of a respectable family in Staffordshire, and entered early into the sea service. Having passed through the subordinate stations, with great assiduity and attention, he was promoted to be a lieutenant in February, 1755; and served in that station on board the Namur in the expedition to Quebec, under Vice-admiral Saunders. In 1773 we find him captain of the Alarm; and, in 1775, he commanded the Foudroyant. In this ship he was ordered, with several others, to cruize in the Bay of Biscay, to prevent any clandestine intercourse between the colonies and France; a station on which his success was very inconsiderable. In the action with the Count d'Orvilliers, off Ushant, in the month of July, Captain Jervis was very materially engaged, though he had only five men killed and eighteen wounded. In April, 1782, when under the orders of Vice-admiral Barrington, he was sent with a small squadron to intercept a French convoy, destined for the East Indies, from Brest harbour: on this occasion he distinguished himself exceedingly, in the attack and capture of the Pegase: (See vol. III. p. 60.) for which he was created a knight of the Bath. He was also concerned in the skirmish off the streights of Gibraltar, between Lord Howe and the combined fleet, in which the Foudroyant had four men killed, and seven wounded. Peace intervening, Sir John never held any other command as a private captain. In September, 1787, he



Engraved by J. Chapman.

EARL ST. VINCENT.

was promoted to be rear-admiral of the blue; and soon after to the same rank in the white. In February, 1793, he was raised to be vice-admiral of the blue. In the month of February, 1794, he accepted the command of a squadron equipped for the West Indies, and destined to act in conjunction with a formidable land force, sent thither at the same time, under Sir Charles Grey, against the French settlements in that quarter. See vol. III. page 295.

In June, 1795, he was made vice-admiral of the white; soon after which, he was appointed to command in chief on the Mediterranean station, as successor to Admiral Hotham; but nothing beyond the usual routine of service took place during the first year of his command. Sir John quitted the Mediterranean, and repaired to Lisbon, to watch the motions of the Spanish fleet then fitting out at Cadiz. Such was his situation when, early on the morning of February 14, 1797, being then off Cape St. Vincent's the Spanish fleet was discovered by the British squadron. Its force was tremendously formidable, amounting to twenty-seven sail of the line, while that under the orders of Sir John amounted only to fifteen. A full account of this brilliant victory, the reader will find in p. 83—93. Ill health, occasioned by excessive watchfulness and anxiety in the discharge of his duty, having obliged the noble admiral to quit the command, he resigned it on the 23d of June, 1799, to Vice-admiral Lord Keith, and arrived at Spithead on the 18th of August, in the Argo frigate, Captain Bowen. On his landing the mayor and corporation of Portsmouth waited on his lordship, and, with an appropriate speech, presented him with the freedom of the town: and he had besides the satisfac-

tion to receive the general applause of his countrymen. After a long struggle with disease, his lordship had the happiness to recover his health to such an extent, as to be able to take upon himself the command of the channel fleet. On the 20th of April, 1800, he hoisted his flag on board the Namur, and sailed with the rest of the fleet in order to blockade Brest. His lordship continued to hold this important station till the 21st of February, 1801, when, being appointed to one still higher, that of first lord of the admiralty, he was succeeded by the honourable Admiral Cornwallis.

SIR JAMES SAUMAREZ

IS descended of a Norman family which followed the fortunes of duke William, and finally settled in Guernsey, was born in that island in the year 1757, and in 1770 entered as a midshipman on board the Montreal, under the command of Captain Alms. In the year 1776, he distinguished himself under Commodore Sir Peter Parker, on board the Bristol, in an attack on Fort Sullivan, on the 28th of June, and was the next day promoted by that officer to the rank of lieutenant, and appointed to the Spitfire, an armed cutter. The galley being afterwards burnt to prevent her falling into the hands of the enemy, Lieutenant Saumarez had the mortification of being obliged to leave the scene of action. In company with other officers, similarly situated, he returned to England, in the Leviathan. Shortly after his arrival, he was appointed one of the lieutenants of the

Victory. Removing thence with the Fortitude, in quality of second lieutenant, he gained new laurels in the battle off the Dogger-bank. In this action, Captain Græme, having lost an arm, lieutenant Saumarez was nominated to the Preston, after seeing which safe into port, he was promoted to the rank of master and commander, and appointed to the Tisiphone, a fire-ship. Being sent by Admiral Kempenfelt to Sir Samuel Hood, then commanding in the West Indies, with an account of an attack upon the French fleet, as well as intelligence of the strength and approach of the enemy, he was, by the latter officer, when only twenty-four years of age, appointed to the command of the Russel, of seventy-four guns. On board the Russel he was in the van division on the 12th of April, 1782. During the peace which commenced in 1783, he spent a less noisy, but not a less active life, and took a leading part in the establishment of Sunday schools. In 1788, he married Miss Martha Le Merchant, a lady to whom he had been long attached, and of whom those who knew her speak with admiration. By this lady, he has one son and four daughters. In 1787 he was appointed to the Ambuscade frigate; in 1790 to the Raisonable; and in January, 1793, to the Crescent frigate. Being appointed to the Orion, of seventy-four guns, his activity and military virtues were displayed on many occasions, as our preceding pages will testify. We cannot help relating an anecdote which does high credit to his heart and understanding. During the mutiny which unfortunately spread from the Nore to the fleet under earl St. Vincent, the Orion continued perfectly free from discontent. Sir James even ventured to receive on board that ship, in the hope of reform, one of the most violent of the mutineers, but a

most excellent and intrepid seaman and ship's carpenter, who was to be tried upon the capital charge. The seasonable admonitions of Sir James, and his paternal attention to the man's feelings, wrought so complete a change, that, from the most obdurate of rebels, he became one of the most loyal of his sailors. A few days after he got on board, the signal was made for the boats of each ship to be manned and armed, to witness the execution of four mutineers. On this occasion, Sir James sent for the carpenter into his cabin, and after expostulating with him on the heinousness of his crime, he assured him that he would save him the anguish of beholding his companions in guilt suffer for an offence in which he himself had been a sharer, and possibly the cause. This exhortation had the desired effect. The man fell upon his knees bathed in tears; uttered the strongest protestations of loyalty to his king and of attachment to his commanders; and his subsequent conduct did not disgrace his promises. At the battle of the Nile he was captain of a gun, and in that situation greatly distinguished himself: after the action he was very instrumental in saving the Peuple Souverain from foundering. His courage as a seaman and skill as a carpenter, fitted him for watching the rolls of the ship, and stopping the shot-holes under water; and for this purpose, he was for several days slung over her side.—Proceeding from Aboukir to Gibraltar, with his prizes, and injured British ships, he was thence ordered to Lisbon, on his way to Plymouth, where he arrived at the end of November, 1798, and where the Orion, being in want of considerable repair, was paid off in the beginning of July, 1799. Sir James now enjoyed a short interval of repose, but on the 14th of February he received a com-

mission of colonel in the marines, and was appointed to the Cæsar, of eighty four guns. In this ship Sir James performed, during sixteen weeks, in the latter end of the year, the perilous service of remaining on a station off the Black Rocks, at the entrance of Brest harbour. On the 1st of January, 1801, Sir James Saumarez was promoted to be a flag officer, and soon after created a baronet. Early in June, 1801, he took the command of a squadron distinguished to blockade Cadiz.

In June, 1803, Sir James was stationed off Guernsey, where an attack from the French was apprehended, and where he made the most judicious arrangement of his squadron. He enjoys from government, in consideration of his many very meritorious services, a pension of 1200l. a year.

SIR WILLIAM SYDNEY SMITH

IS the eldest son of Captain Smith, (an officer in the army and who served at Minden, and afterwards enjoyed a situation in the royal household,) and was born about the year 1764. He received the first rudiments of his education at Tunbridge school, and was afterwards placed under the tuition of Mr. Morgan, at Bath. In 1777 he commenced his maritime career. In 1782 he was made commander, and on the 7th of May, 1783, a post captain. On his last elevation, he was commissioned to the Nemesis; but a peace having taken place, the Nemesis was dismantled, and a rupture seeming

to be approaching between Sweden and Russia, he entered, in 1788, with the permission of his own sovereign, into the service of the former of these nations. During the hostilities that ensued in the Baltic he distinguished himself greatly, particularly in the battle of the gallies, and in consequence received the honour of being made a grand cross of the royal military Swedish order of the sword. During the period that elapsed between the Swedish war and the French war, Sir Sydney served as a volunteer in the marine of Turkey. Toward the conclusion of the siege of Toulon, he came from Smyrna, for the purpose of offering his services to Lord Hood. In 1794, Sir Sydney was appointed to the Diamond, of thirty eight guns, in which ship he performed many eminent services.

Being stationed off Havre-de-Grace, he attempted on the 18th of April, 1795, to bring off a French lugger privateer ; but several gun-boats and other armed vessels attacked the lugger and the boats he commanded, and another lugger was warped out against that which he had taken. Under these circumstances he was obliged to surrender himself a prisoner of war. The French government thought proper to deviate, in respect to him, from that established system which directs the change of prisoners. Sir Sydney was carried to Paris, and confined during two years, in a prison, called the Temple. Having escaped from this confinement, Sir Sydney was appointed to the command of the Tigre, of eighty guns ; and in November sailed from the Mediterranean, in which he was honoured with a distinct command as an established commodore, on the coast of Egypt.

Sir Sydney now entered a career of action by which all his former conduct, remarkable and brilliant as it had been, seems to be thrown into the shade: as the defender of Acre, as the negociator of El-Arish, as a distinguished leader at Alexandria, this active officer now presents himself in so many points of view, that we almost pass over as trivial the previous circumstances of his life.

When the Grand Signior heard the account of the defeat of the French, before Acre, he sent a Tartar to Sir Sydney Smith with an aigrette and sable fur (similar to that of Lord Nelson) worth twenty thousand piastres.

Still watching over the fate of Egypt, Sir Sydney, in the year 1799, entered into a convention for the evacuation of the French troops, but which not being ratified by his government sufficiently soon, he was compelled to break. Of the rupture, he gave immediate notice to the French general at Cairo. Under the faith of the convention, the Turkish army had advanced so far as Heliopolis, where the French having received Sir Sydney Smith's notice, gave it battle, and defeated it. Sir Sydney's honourable frankness towards the enemy so much displeased the Turks, that when, on their co-operation with the British troops under General Hutchinson, the capitan pacha was to proceed to Cairo, he insisted upon our gallant seaman's being withdrawn from the army. "From unaccountable prejudices," says Sir Robert Wilson, "he (the capitan pacha) insisted on the recal of Sir Sydney Smith, the saviour of the Turkish empire. The Turks probably never forgave that generous honesty, which would not

betray an enemy, and they attributed to him the defeat of the grand vizier at Heliopolis."

The expedition to Egypt (of which mention is made in a former part of this work) was rendered necessary by the rupture of the convention of El-Arish. The French prevented from leaving Egypt, had been compelled to act with desperate activity. They had succeeded; and their situation at the period of this undertaking, was exceedingly strong. The history of this expedition, which was conducted by Sir Ralph Abercrombie, does not belong to our present subject; but up to that period to which Sir Sydney, was, with the regret of the army, under the necessity of retiring to his ship, he greatly contributed by his gallant and judicious services, to its success.

A general election of representatives in the United Parliament, taking place immediately after the peace in the year 1802, Sir Sydney was chosen among the number. The short peace which followed the treaty of Amiens having ended, Sir Sydney again entered the career of public service, on board the Immortalité.

SIR JOHN BORLASE WARREN

IS of an ancient and respectable family of Little Marlow, in Buckinghamshire, and he himself had the honour to be created a baronet on the 20th of May, 1775. The education of Sir John has been more liberal than

usually falls to the share of the gentlemen of the navy. He resided some years at Cambridge, where he was entered of Emanuel College, under the tuition (as supposed) of the reverend Dr. Farmer. In 1776 we find him taking the degree of master of arts; and soon after he quitted the University, intending to pursue that profession of which he is at present one of the ornaments. On the 19th of July, 1778, he was appointed a lieutenant, and on the 5th of August, 1779, was advanced to be a master and commander, from which station on the 25th of April, 1781, he was further promoted to the rank of captain. Peace soon after took place, and deprived Sir John, with many other brave officers, of the opportunity of signalizing themselves; but in this interval he did not lose sight of his profession—We have reason to believe, that in 1791, he published a very useful book, intitled, "A View of the Naval Force of Great Britain: in which its present state, growth, and conversion of timber; constructions of ship-docks and harbours, regulations of officers and men in each department, are considered and compared with other European powers: to which are added, observations and hints for the improvement of the naval service." 8vo. and we know that he took an active part in the establishment of the society for improving naval architecture. The aggression of our implacable enemy having compelled the British nation to repel an unprovoked attack, the wisdom of the government brought from their retreats the gallant heroes who have already established the glory of Great Britain on the seas, and those who are destined to confirm it by their exploits. Among these was Sir John Borlase Warren, who was appointed to command the Flora. During the months of Novem-

ber, December, and January, 1793—4, it was known that the French had five frigates at Cherbourg, ready to join the Brest squadron, with a view to obstruct our outward and home bound fleets. The Flora proceeded with Earl Moira, and several French and English officers, the transports and army, upon the expedition to join the royalists of La Vendee, who had penetrated, after various hard contested battles, as far as Dole, Pontorson, and Granville; but on the retreat of these brave and unfortunate men, the squadron, transports, &c. returned to Cowes Road, when Admiral Macbride, who had arrived there a few days before, shifted to the Cumberland, of seventy-four guns, and on the 5th of January he detached the Flora, with other ships, whose proceedings are already detailed in our account of that period—(1794).

At the conclusion of the treaty of Amiens, Sir John was sent ambassador to the court of St. Petersburg, where he remained about eighteen months, and returned the beginning of the present year.

1803.

Recommencement of Hostilities with France—Preparations made by the French for invading Great Britain—The Enemy's Ports blockaded—Captures in the West Indies—Embargo laid on Spanish Vessels—Various Actions—Gallant Exploit of Lieutenant Yeo of the Loire Frigate—Pursuit and Defeat of the French and Spanish Fleets, by Admiral Calder.

THE peace which had been signed at Amiens, between Great Britain and France, was far from being calculated to insure the continuance of tranquillity. No limits were placed to the growing ambition of France, and the temper with which the negociation was then conducted, indicated but little disposition, on her part, to consolidate a lasting peace. The latent embers of this hostile disposition, soon began to emit sparks which threatened a speedy flame. Scarcely was the treaty signed before the French government betrayed an indecent haste to have that part carried into execution which respected Malta. They were not, however, yet fully prepared for war, and were therefore not desirous of *immediately* proceeding to extremities: but the British government wisely determined on giving them no further time for preparations, and our ambassador, Lord Whitworth, left Paris May 10, 1803. A warm impress

had been carried on ; and, at the re commencement of hostilities, we had a naval force, nearly double in number and in metal, to what we had possessed at the beginning of any former war. Similar measures were also taken for increasing our land forces. Thus, by the vigour and promptitude of the government and people, the daring project of invading and subjugating Britain (which had been vauntingly threatened) a project suited to that spirit of enterprize and ambition which characterize the martial leader of the French nation, was defeated at the only period when it was likely to be successful. Could Buonaparte have assembled, in the ports of France and Holland, a naval armament of any description, fit for the transport of 100,000 men across the channel, before our fleets were manned, our militia called out, and the people arranged in military array, the mischief he might have effected is incalculable; perhaps liberty would have received her death-blow, in this quarter of the globe. He expected to have caught the lion sleeping in his den; but he found him couched for battle, and ready to spring upon his prey. Unwilling, in this state, to try the issue of the contest, the enemy could only threaten. Immense preparations were however made on the opposite side of the channel, and particularly at Boulogne, the harbour of which and the coast ; for a considerable distance, was strongly fortified. An army of 300,000 men, was marched to the coast and vessels of a particular description, calculated to cross the channel and approach near to the shore, were constructed, not only in the ports but in all the navigable rivers of France and the Netherlands.

A spirited measure was adopted by the British ministry for the blockade of the Elbe, as long as the banks of

that river should remain in possession of the French. A similar measure was shortly after adopted with respect to the Weser, the ports of Genoa, and Spezia, were blockaded August 13, and in September, Havre and the ports of the Seine, were also declared in a state of blockade.

From the nature of the contest, it was natural that the war at home should be, for the present year, a war of defence and preparation. England, however, gained something more than honor, while she kept her boastful enemy at bay---while she baffled his threats, and disconcerted all his projects. Such was the unparelleled courage and perseverance of our blockading squadrons, particularly of that gallant veteran Admiral Cornwallis, that, during a tempestuous season, they still retained their stations, and effectually destroyed the naval force of our enemies, by keeping them in a state of ruinous inaction, breaking their spirits and defeating all their hopes. Abroad as much was performed as could possibly be expected.

The island of St. Lucia was taken June 22, by Commodore Hood and General Grinfield. The French commander, General Nogues, refused to capitulate, and the expectation of the approaching rains rendered it necessary to get possession of the Morne Fortunée with as little delay as possible. It was therefore determined to attack it by storm; the defence was gallant; yet, by the determined bravery of the British seamen, and soldiers, the works were carried in about half an hour, but not without some loss. This conquest was of considerable importance as a naval station.

The British commanders lost no time in pursuing their victorious career; and, on the 25th they sailed for To-

bago, which they reached on the 30th. It was defended by General Berthier, but being apprized of the number of the British, he agreed, the same day, to a capitulation on the most liberal terms. Under the same brave and successful commanders the Dutch colonies of Demarara and Essequibo were reduced, Sept. 19, and on the 24th, the settlement of Berbice, surrendered to his Britannic Majesty's arms. The islands of St. Pierre and Miquelon were taken, June 30, by Capt. Malbon of his Majesty's ship Aurora.

Great were the calamities which accumulated upon the removal of the French forces in St. Domingo: the war with Great Britain had precluded the possibility of their receiving any fresh reinforcements. The spirit and courage of the blacks was therefore increased in proportion to the difficulties which the French had to encounter. Two French line of battle ships in attempting to escape, July 25, were attacked by the Vanguard, and the Elephant; and the Duquesne of 74 guns, the commodore's ship, struck to the Vanguard, and was carried into Port Royal, in Jamaica. Destitute of resources and suffering the sharpest miseries, the French troops and white inhabitants chose rather to throw themselves on the mercy of a generous enemy, than to incur a risque of falling into the hands of the justly irritated, but cruel and implacable people, whom they had in vain endeavoured to extirpate.

Negotiations were successively entered into with the British commanders, for the surrender of the different ports still occupied by the whites. Fort Dauphin surrendered to the Theseus, and St. Marie to the Vanguard. The inflexibility of General Rochambeau, himself, was obliged at length to give way, and he was compelled

to surrender, with the whole army of the Cape, two frigates and some other vessels which lay in the harbour.

In the meantime a most desperate attempt on the island of Antigua, destined for the destruction of the port and dock-yard in English Harbour, was happily defeated. September 5, the Emerald frigate fell in with 13 armed schooners fitted out for that purpose by the governor of Guadaloupe: she captured three, and chaced the rest under the batteries of that island.

On the 14th of Sept. the port and town of Granville were successfully attacked by Sir James Saumarez: the pier was demolished and many vessels intended for the invasion of England were destroyed. On the same day, the town and fort of Dieppe were bombarded by Capt. Owen, in the Immortalité frigate, with the Theseus and Sulphur bombs under his command. The Dutch ports from Zandvoort, in the vicinity of Haarlaem, to Scheveningen, were also severely bombarded, Sept. 28, and many vessels were destroyed. These attacks, though not productive of any serious consequence, were not improperly made at this period of the war. While England was threatened with an invasion, it was politic to keep up the dread which her navy had inspired, and to shew that she still preserved her wonted activity and vigilance.

Captain Bligh, during the time he was senior officer at the blockade of Cape Francois, deemed it necessary to make some efforts for the reduction of the place and the Capture of a ship of war at anchor there. On the 8th of September, in the morning, as soon as the sea-breeze, rendered it impossible for the enemy's frigates, to leave their anchorage he proceeded to Man-

chermel bay leaving the Hercule and Cumberland on their stations. The water being sufficiently deep to allow him to place the ship within musket shot of Fort Labouque, situated at the entrance of the harbour, their fire was so well directed, that it was impossible for the guns of the battery to be pointed with any precision, the colours of which were struck in less than half an hour. Another fort in the harbour and the ship being the next objects of their attention, the Theseus entered the port with the assistance of the boats, and having fired a few shot at the ship of war, she hauled her colours down, and proved to be La Sagesse, mounting 20 eight-pounders on the main-deck, and 8 four-pounders on the quarter-deck and forecastle.

On the 2d of October, Captain Wood of the Acasta, fell in with, and after a chase of forty-five hours, captured the French privateer, L'Aventure, of Bourdeaux, of 20 guns and 144 men, with her two prizes, the Royal Edward and St. Mary's Planter, both of the Jamaica convoy.

Captain Maitland of the Boadicea, captured on the 29th of November, the French national lugger, Le Voutour, commanded by M. Bigot, lieutenant de Vaisseau, who was charged with dispatches from St. Domingo, for France.

In November, Captain Winthrop of the Ardent, captured, off Cape Finisterre, the Bayonnaise, French national frigate of 32 guns, and 200 men, from the Havannah bound to Ferrol.

Lieutenant Browne of his Majesty's gun-brig, the Vixen, captured, Dec. 8, the French lugger privateer, Le Lionnois of Dunkirk.

Captain Wooldridge of the Scourge, cut out of the Vlie roads, January 10, 1804, an English ship of 400 tons burthen, laden with timber, and taken Dec. 19. This hazardous enterprize was executed with great gallantry.

An eminent action took place in the China seas, February 15, between a division of the East India Company's ships, under the command of Commodore Dance, and a French squadron. On the 14th, A. M. the Royal George made the signal for seeing four strange sail in the S.W. The Commodore made the signal for the Alfred, Royal George, Bombay Castle, and Hope, to go down and examine them, who reported by their signals it was an enemy's squadron, consisting of a line of battle ship, three frigates, and a brig. At one P. M. the look-out ships were recalled, and the line of battle formed in close order. They lay to in line of battle all night. At day-break of the 15th they saw the enemy, about three miles to windward laying to. They hoisted their colours, offering him battle if he chose to come down. The enemy's four ships hoisted French colours, the line of battle ship carrying a rear-admiral's flag; the brig was under Batavian colours. At one P. M. finding they purposed to attack and endeavoured to cut off their rear, Commodore Dance made the signal to tack and bear down on him and engage in succession—the Royal George being the leading ship, the Ganges next, and then the Earl Camden. This manœuvre was correctly performed and they stood towards him under a press of sail. The enemy then formed in a very close line, and opened their fire on the head-most ships which was not returned by the English till they approached him nearer. The Royal George bore the brunt of the action, and got

as near the enemy as he would permit him. The Ganges and Earl Camden opened their fire as soon as their guns could have effect; but before any other ship could get into action, the enemy hauled their wind, and stood away to the eastward under all the sail they could set. At two P. M. Commodore Dance made the signal for a general chase and they pursued them till four P. M.: when, fearing, a longer pursuit would carry them too far from the mouth of the streights, and considering the immense property at stake, the commodore made the signal to tack, and at eight, P.M. they anchored in a situation to proceed for the entrance of the streights in the morning. As long as they could distinguish the enemy, they perceived him steering to the eastward under a press of sail. The Royal George had one man killed and another wounded, many shot in her hull, and more in her sails; but few shot touched either the Camden or Ganges, and the fire of the enemy seemed to be ill-directed, his shot either falling short or passing over them. Captain Timins carried the Royal George into action in the most gallant manner. On their arrival at Malacca they were informed, that the squadron they had engaged was that of Admiral Linois, consisting of the Marengo of 84 guns, the Belle Poule and Similante, heavy frigates; a corvette, of 28; and the Batavian brig William of 18 guns. The novelty of the above engagement, sustained as it was by British merchantmen, against French ships of war, excited a more than ordinary curiosity, as its success had raised a more than ordinary degree of admiration. The Captains were distinguished in the most honourable manner, the East India Company bestowed the most substantial rewards on the whole fleet, and the king conferred on Commodore Dance, the honour of knight-

hood, with expressions of the most marked and flattering approbation.

Lieutenant Williams of the hired cutter Active, having fallen in with 16 sail of the enemy's small craft, Feb. 24, proceeding from Ostend to Boulogne, one of which he captured (La Jeune Isabella, transport) under circumstances very creditable to himself and his small crew.

Captain Maitland of the Loire, after a chase of seven hours, March 16, captured the Braave, of St. Maloe's, a ship privateer, carrying 16 twelves and sixes, with a complement of 110 men.

A most gallant and spirited attack was made by Captains Hardinge and Pelly, with the boats of the Scorpion and Beaver, on the Dutch national brig, Atalante, at anchor within the Vlie Roads, March 31, mounting sixteen long 12-pounders, and having 76 men. The intrepidity of British seamen overcame every obstacle (she being in all respects prepared with boarding-netting, &c.) and after a short contest they were in full possession of her. The Scorpion had five wounded. The Atalante four killed, including the captain, and twelve wounded.

Several captures were made by his Majesty's ships and vessels in the Leeward islands—Commodore Hood, commander-in-chief. A most spirited action took place between Captain Younghusband of the Osprey, and the Egyptienne, a French frigate of 36 guns and 260 men, which must certainly have fallen to his superior skill and bravery, had not she availed herself of her sailing to get away: it was afterwards captured by Captain Shipley, of the Hippomenes, who also re-captured the Reliance, of London, taken by the above frigate; Lieutenant King of the Centaur also recaptured the Enterprize of Biddeford.

Captain Corbet of his Majesty's sloop Bittern, on the evening of the 29th of April, after a chase of 36 hours, in a perfect calm, and six hours incessant firing, captured the French privateer, L'Hirondelle which was filling fast from a shot-hole under water, which, however the English stopped: he also re-captured two British merchant ships, Mentor and Catherine, two prizes.

The enemy's flotilla at Flushing had been pushed out from that port, May 16, to form a junction with that at Ostend, and the greatest part had succeeded in reaching that place, notwithstanding the vigorous measures that were used by commodore Sir Sydney Smith and his squadron to resist their progress.

Captain Innes, of his Majesty's sloop Rambler, being between the isle Dieu and the main, on the morning of August 7, observed nine sail of sloops and chassée marées, close in shore, steering to the southward and the eastward. About nine it fell calm: Capt. Innes then sent the boats, under the command of Lieutenant Foreman and Mr. Cox, to take possession of them, but, favoured by a light air, they came to an anchor under the battery of St. Gillies, and within musket shot of the shore; notwithstanding which two of the sloops were got off with great gallantry, under a smart fire from field-pieces and musquetry: the others cut their cables and ran aground so near to the pier-head, it was impossible to get them off.

Several small captures were made about this time---which our limits will not allow us to enumerate. The principal exploit (which varied the dull, inactive nature of the war, being then only a war of safety) was achieved off Boulogne on the night of Tuesday, Oct. 3.

Two newly-invented machines laden with stones and gunpowder, worked under water, and conducted by small boats, were conveyed to the opposite extremities of the French flotilla; in which situation they exploded, after a certain time, throwing up quantities of large stone. Three vessels of the enemy, of the largest class, were immediately on fire. Five sloops, fitted as fire-ships, were sent down upon them; one of them by some accident burnt too soon: another the French boarded as a prize, and a great many of their boats filled with soldiers were around it, when it blew up, and did dreadful mischief. In this bold undertaking we did not lose a man.

The Penelope and Thetis having fallen in with the Buonaparté French privateer, Nov. 10, near Barbadoes, a very smart action took place for about two hours. The privateer attempted to board the Thetis, and in the act lost her bowsprit, and soon after her foremast went over the side. The Thetis began firing at nine o'clock in the morning and did not leave off till half after twelve. She was on fire three times, by neglect of the people with their cartridges, by which two men were blown up and were very much burnt. The Penelope had ten of her guns dismounted and one man killed. The privateer had two men killed and three wounded.

Intelligence having been received of reprisals and sequestration of British property on the part of Spain, the British ministry ordered that no ships or vessels belonging to any of his Majesty's subjects be permitted to enter and clear out for any of the ports of Spain, and that a general embargo or stop be made of all Spanish ships and vessels that should come into any of our ports, harbours,

or roads, together with all persons and effects on board the said ships and vessels.

Every circumstance of the general conduct of Spain, was peculiarly calculated to excite the vigilant attention of the British government; the removal of Spanish ships out of their docks to make room for the accommodation of the men of war of France—The march of French troops and seamen through the Spanish territory—The equipment of naval armaments at Ferrol—The consideration that the junction of this armament with the French ships in that harbour, would create a decided superiority of numbers over his Majesty's squadron cruizing off that port—The additional naval exertions, and the consequent increase of expence which this conduct of Spain necessarily imposed upon Great Britain: all these together, required those precautions both of representation and action, to which the British cabinet had immediate recourse. It was however signified that no Spanish ship sailing from a port in Spain should be detained, but that the commander should be required to return directly to that port, and in case of non-compliance, then to detain and send her to Gibraltar or England. No Spanish homeward bound ships of war were to be detained except they had treasure on board, or merchant ships however laden.

Captain Bettesford of his Majesty's sloop Curieux, after a very sharp action, Feb. 8, 1805, near Barbadoes, captured the Madame Ernouf privateer, the commander of which displayed an uncommon degree of obstinacy, by which he lost several lives; he did not strike his colours whilst there was a man on deck. The coolness and bravery of Captain Bettesford, his officers, and men, early manifested a superiority. The Curieux had five killed and

four wounded, including the Captain very severely by a musquet ball. He had lately received three wounds in capturing the vessel he commanded. The enemy had 30 killed and 41 wounded.

Captain Maitland of the Loire, cruizing off the Spanish coast, in stretching to the westward, discovered a small vessel standing into the bay of Camarinas, to the eastward of Cape Finisterre. Being quite calm, after dark, he sent the launch and two cutters under Mr. Yeo, first lieutenant, assisted by lieutenant Mallock and three midshipmen, Messrs. Clinch, Herbert, and Mildridge, to bring her out. From the intricacy of the passage, the boats did not get up till break of day, when they found two small privateers moored under a battery of ten guns; undaunted, however, by a circumstance so unexpected, Mr. Yeo ordered the launch, commanded by Mr. Clinch, to board the smallest, whilst he with the two cutters most gallantly attacked and carried the largest, a felucca armed with three 18-pounders, four 4-pounders, brass swivels, and 50 men; her name the Esperanza, alias San Pedro, of Corunna. She was quite new. The launch had the same success, the fort immediately opened a fire, but so ill-directed as to do little damage. Being still perfectly calm close under the guns of the battery, and no possibility of receiving assistance from the ship, Mr. Yeo was under the painful necessity of abandoning the smallest vessel (a lugger of two 6-pounders and 32 men) to secure the the felucca, which was effected with only three men slightly wounded. The loss on board the lugger cannot be ascertained: when the crew of the felucca was mustered 19 out of 50 were missing; some of whom had jumped overboard but the greatest part was killed by the pike. The pike and sabre being the only weapons

used. Mr. Yeo in coming out, took possession of three small merchant vessels, but finding their cargoes consisted only of small wines, they were destroyed. On the 4th, Captain Maitland came to the resolution of storming the forts, and Mr. Yeo was desired to push on shore and spike the guns. On his arrival, he observed a strong fort at the entrance of the town opening a heavy fire on the ship; after a dreadful slaughter on the part of the enemy, it surrendered. Mr. Yeo was the first who entered the fort, and with one blow laid the governor dead at his feet, breaking his own sabre in two. The enemy's vessels consisting of the Confiance, French ship privateer, the Belier French privateer brig, and a Spanish merchant brig, were taken possession of. In this attack two officers, 12 seamen, and one marine were wounded, including Lieutenant Yeo slightly. The enemy had 12 killed and 30 wounded.

The menace of invasion having been renewed the following account of the enemy's force was transmitted by a prisoner. "There are about 3000 of their craft at Boulogne, 800 of which are armed: the others are merely transports for troops, stores, &c. There are near 1000 at Estaples, about 600 at Vincereux, and 400 at Dunkirk, Ostend, and Calais. The troops are in small camps, about 8000 at Boulogne, the same number about Calais, Vincereux, Estaples, &c. in all about 50,000 men. The combined fleet, 60 sail of the line (about the destination of which the public mind has been on the rack for a considerable time) intend to fight our fleet while the large frigates mean to come up Channel to convoy the flotilla over. The troops are stated to be very eager to come, and to entertain sanguine hopes of success."

The French government having completed the equipment of a considerable squadron at Toulon, availed themselves of the temporary absence of Lord Nelson, (who was blockading that port) to leave the harbour; and being joined by a number of Spanish ships, under Admiral Gravina, passed the Gut of Gibraltar and appeared in the Atlantic. Lord Nelson receiving advice of the escape of the French, from one of his look-out frigates, immediately commenced a pursuit, and conceiving it possible that the enemy might have steered to the West Indies, reached Barbadoes on the 4th of June, having made the voyage in twenty-five days. The French had previously arrived at Martinique, and having landed some troops, sailed away to the northward. After much anxiety we had the mortification to find that his lordship was unsuccessful in his pursuit, and the united squadron arrived in the neighbourhood of Ferrol, July 22, where they were met by Sir R Calder. Lord Nelson returned to Gibraltar, and arrived in England about the middle of August.

The French and Spanish fleets consisted of twenty sail of the line, also three large ships, armed en flute, of about fifty guns each, with five frigates and three brigs. The force under Sir R. Calder's direction at this time, consisted of 15 sail of the line, 2 frigates, a cutter and lugger. He immediately stood towards the enemy, making the needful signals for battle in the closest order; and, on closing with them, he made the signal for attacking their centre. When the admiral had reached their rear, he tacked the squadron in succession: this obliged him to make again the same manœuvre, by which he brought on an action that lasted four hours, when he found it necessary to bring to the squa-

dron, in order to cover the St. Rafael of 84 guns, and the Firma, of 74 ditto, two captured ships. The enemy had every advantage of wind and weather during the whole day, but as our fleet was between them and the land, there was not an officer in it, who was not convinced of the impossibility of the enemy's escape. None of our ships except the Windsor Castle, received any material injury. We had, however, 41 killed and 158 wounded. From the great slaughter on board the enemy's ships it appears they suffered greatly.

Thus, notwithstanding the boasted threats of the enemy, coolness and intrepidity are still the predominating characteristics of our navy.

"Wherever tide can waft or wind can blow,
Our gallant navy triumphs o'er the foe:
His ports block'd up, his fleets in ruin hurl'd,
Prove Britain mistress of the wat'ry world!
Though tremb'ling nations prostrate round her fall,
Crush'd by the pow'r of wide-destroying Gaul;
Though Europe suffers, to her foul disgrace,
This second inroad of the Vandal race;
Still our triumphant TRIDENT rules the sea,
And Britons are and ever will be free."

J. CUNDEE, PRINTER,
Ivy-Lane.

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